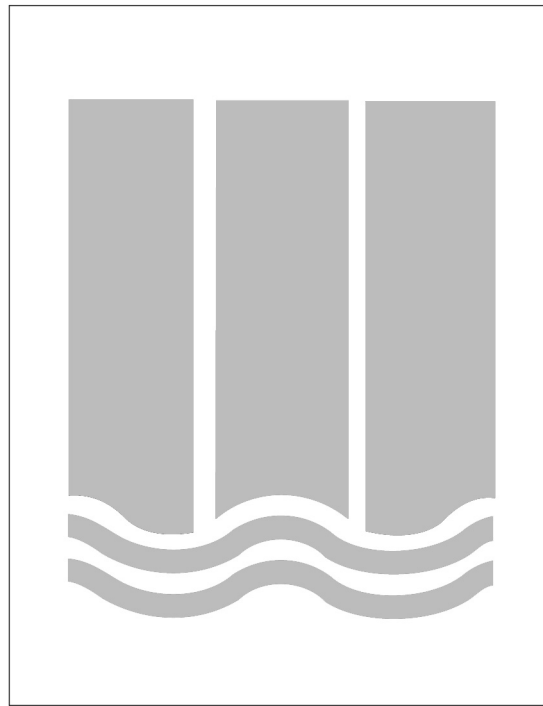
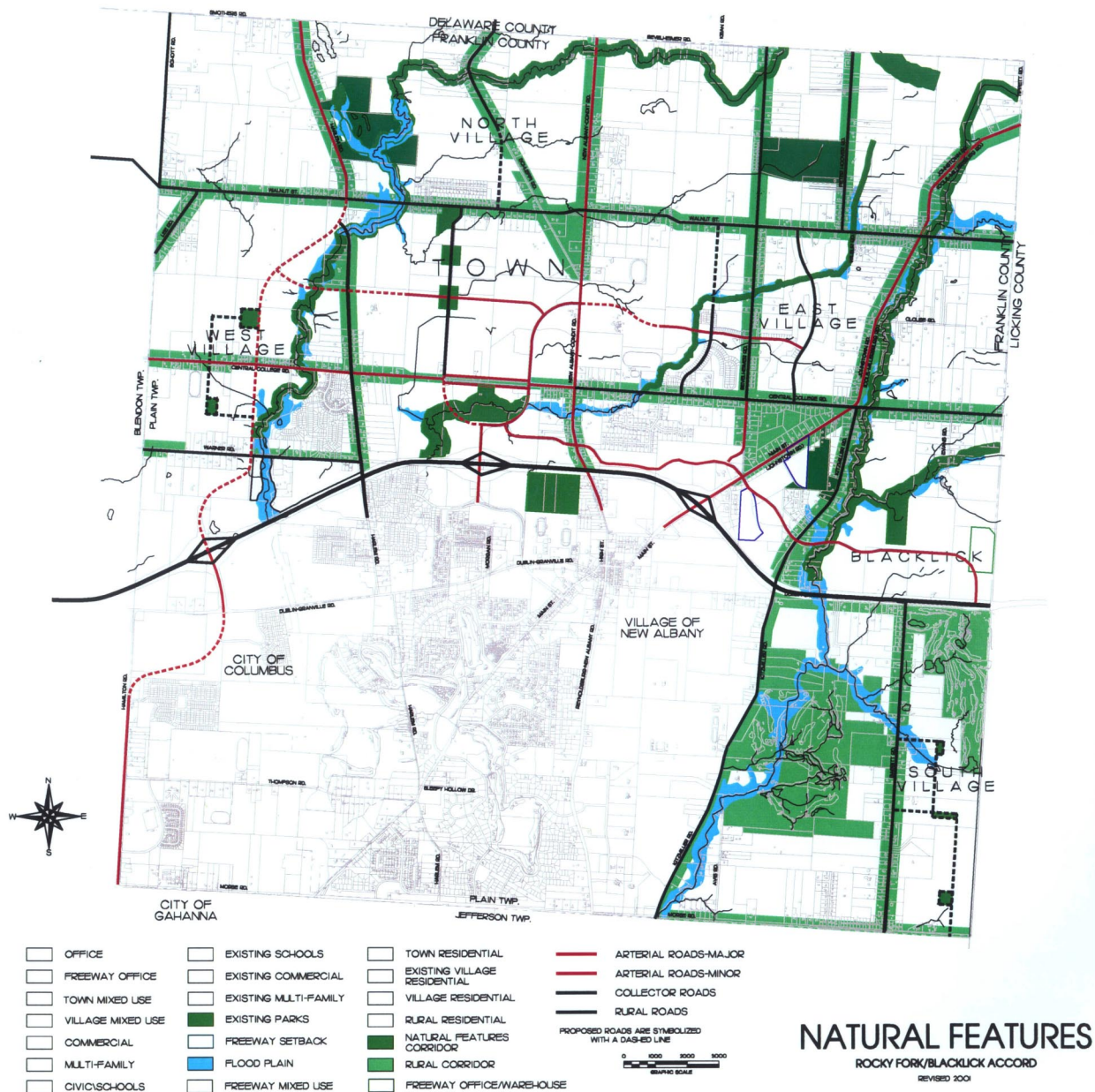


# DEVELOPMENT



# STANDARDS





## Open Space

Some of the desired open space locations are illustrated on the Natural Features Map. The open space system consists of stream corridors, rural road corridors, wetlands, woodlands and development open space. The preservation of open space and the character it creates is a goal of the plan identified early in the process. Strategies to achieve this goal include “clustering” development to maximize the open space. This plan includes a density bonus for developments which conform to the recommended development standards. Density bonuses for each district are included in the district description.

### Stream Corridors

These corridors are a structural element of the plan to be achieved by combinations of environmental and flood protection regulations, easements, clustering, and public purchase. Land along the Rocky Fork Creek, Blacklick Creek and Sugar Run corridors should be left in its natural state. Where this is not the current condition, it should revert to that state over time.

It is assumed that hiking, riding and bicycle paths will be constructed through these corridors as part of abutting development or as civic improvements. Motorized vehicles should not be permitted on these paths, with the exception of wheelchairs.

Existing homes and their yards that are within the stream open space corridor will be permitted to remain, and efforts will be made to negotiate a right-of-access for the path, to be sited in such a way as to minimize impact upon the privacy of the abutting homes.

## **Rural Roads**

Rural road-related open space, including a location plan and section, is part of the roadway guidelines. It is the intent of the plan that these open spaces will be left in their natural wooded state, be allowed to revert to that state, or to remain as farmland or grassland. This determination will be made based upon current conditions and future abutting uses. Where existing homes abut the roadway, this rural road open space will not be created.

## **Development Open Space**

The open spaces shown on the Natural Features Map that are not within the stream corridor or part of the rural roads, should be considered as illustrative or prototypical. It is the intent of the plan that these open spaces be created by the clustering of development, and in instances of particularly important open space, by public purchase. It is strongly encouraged that the open space created by clustering of development be connected with the stream and rural road spaces and with each other. Non-contiguous open space is of little visual or environmental value and should not be considered as a basis for achieving a density bonus.

## **Lot Coverage**

Maximum lot coverage shall not exceed 70% including buildings and parking lots. Existing healthy plant material on the site may be counted as open green space if preserved. This means that 30% of the site shall be dedicated to open green space.

## General Landscape, Screening and Buffering Standards

### Purpose:

When new development occurs, the landscape is often altered or destroyed. In order to preserve the existing rural landscape when and wherever possible, this section requires replacement landscaping and gives credit for the preservation and protection of existing trees and vegetation.

### Goals:

- To ensure visual “seamlessness” in the Rocky Fork-Blacklick Accord planning area.
- To ensure street trees are planted in areas of new development.
- To ensure preservation and restoration of existing hedge-rows on the rural roadways.
- To ensure preservation of existing trees and woodland wherever possible.
- To screen more intense uses from those of less intense use.

In order to accomplish the goals set forth in this section the following standards are recommended:

### Street Trees

- Street trees shall be required on both sides of new public streets and private streets within residential and commercial districts.
- Trees are to be minimum of two and a half-inch caliper and shall be spaced at a maximum distance of thirty feet on center. In certain situations, due to site constraints, building design, etc., it may be more practical for trees to be grouped. This is acceptable provided the quantity is equivalent to 1 tree per thirty feet. A mix of deciduous and evergreen trees is encouraged except where used solely for screening. This requirement may be waived where existing trees exist.
- Preserve or replace hedgerows on rural roads and arterials  
*(Hedge-row: fence or boundary of dense vegetation including trees and shrubs.)*
- Landscaping within the setback along roadways shall appear natural in character. For an example, observe and imitate the surrounding landscape.

- Within rural road setback there shall be four trees planted per 100 lineal feet in a manner to simulate the natural hedge-row along the roadside. Trees shall be a mix of deciduous, evergreen, and ornamental trees. Trees shall be a minimum of two-inch caliper.
- Understory should be filled in with shrubs that are a minimum of 18" high.
- Landscaping requirements may be waived if healthy plant material exists within the setback area and is preserved by the developer. If a gap exists within the existing trees, infill planting shall be necessary to meet the requirements above.
- Unless otherwise specified, minimum size of all plant material at installation shall be two-inch caliper for deciduous shade trees, six feet high for evergreen trees, and two-inch caliper for ornamental trees/shrubs.
- Landscape designs shall be reviewed by a registered landscape designer or architect.

## **Tree Preservation**

Reasonable and good faith efforts shall be made to preserve existing trees and tree rows occurring in the planning area. Consideration shall be given to laying out streets, lots, structures and parking areas to avoid the unnecessary destruction of wooded areas. Additionally, best management tree preservation practices shall be used to preserve and protect trees during all phases of construction, including the installation of snow fencing at the drip line.

## **Buffering/Screening**

Screening is used to mitigate the impact of more intense uses from less intense uses, and to decrease noise and glare from abutting properties or rights-of-way. Screening is usually accomplished by use of landscaping, mounds, walls and fences.

## **Headlight Screening**

- Headlight screening in parking lots should be a minimum of four (4) feet high.



## Mounds

- Mounds may also be used for screening purposes. For example, earth mounds are usually four (4) feet high, continuously uniform except for areas of ingress and egress for roadways. The mound should have a 3:1 slope that begins at the setback line with a minimum crest of five (5') feet in width. From the crest, the mound should slope downward to meet the existing grade at the right-of-way line. Variations in style and design will be considered.
- Mounds should be landscaped with a mix of shrubs, deciduous, evergreen and ornamental trees.

## Existing Plant Material

- Screening and mound requirements may be waived if existing plant material (trees and shrubs) within the parking setback area provide sufficiently dense screening within the parcel from the adjacent public right-of-way.
- \* All height measurements are at grade level.

## Lighting Standards

### Purpose:

To provide light only where light is needed for safety and security and to preserve and protect the rural quality of life in the planning area.

### Goals:

- To avoid spill-over lighting from commercial development to residential development.
- To avoid light standards out of scale to surrounding development.
- To avoid light pollution of the night sky.
- To avoid over-illumination of development and parking lots.

In order to accomplish the goals set forth in this section the following standards are recommended:

- Where used for security purposes or to illuminate walkways, roadways, public facilities, and parking

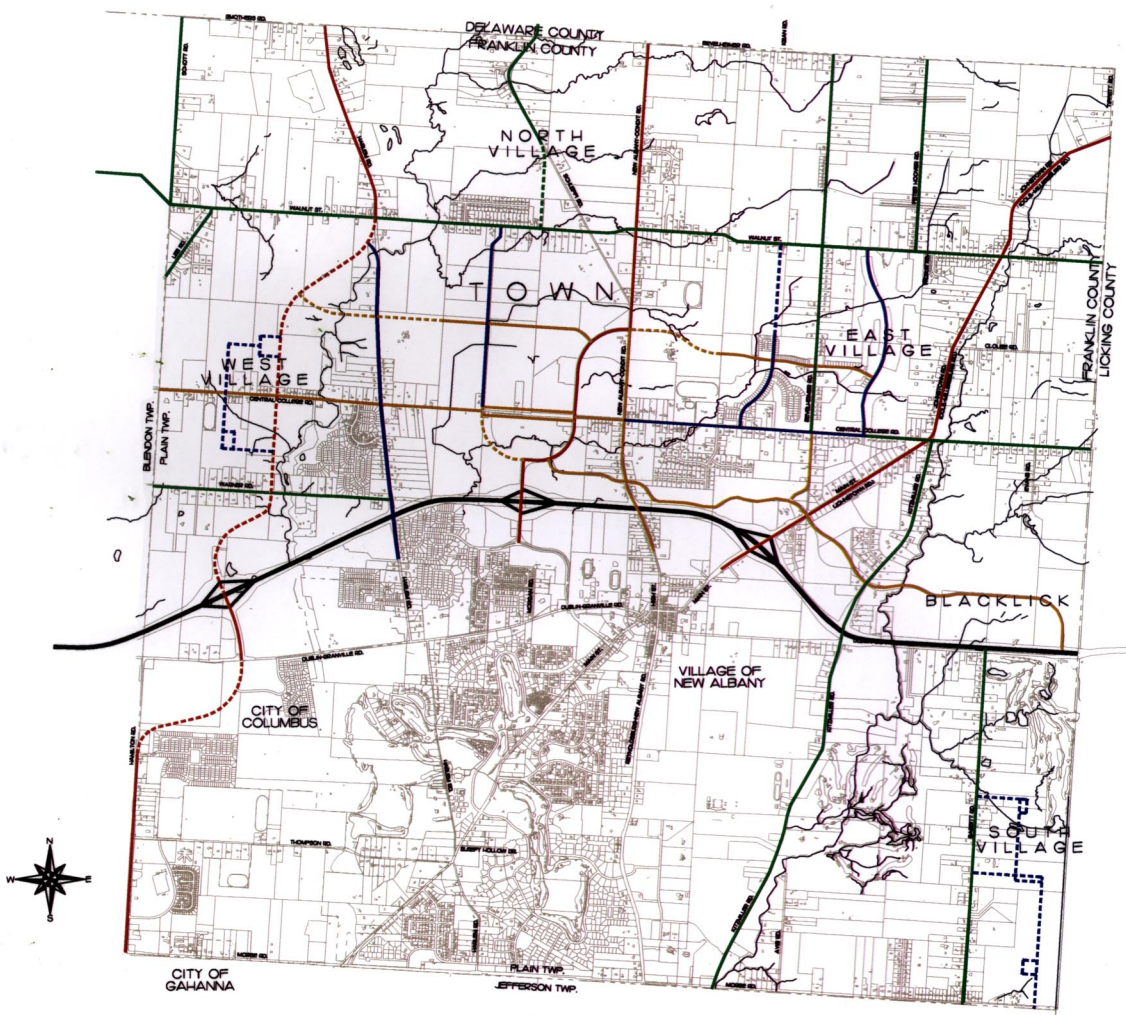
lots, only fully shielded cut-off style outdoor light fixtures shall be used.

- Security lighting should be of the “motion sensor” type. Light from these fixtures should not spill over to adjoining property.
- Outdoor light fixtures should be equipped with automatic timing devices, be shielded, and be focused to minimize light pollution when used to illuminate signs for recreational facilities, buildings, decorative effect, and/or landscape illumination.
- Flashing, rotating or moving exterior lights should be prohibited.
- Outdoor light pole fixtures shall not exceed thirty (30) feet.
- All wiring shall be underground.
- All external outdoor lighting fixtures within a development should be of similar type.
- Ground mounted lighting should be landscaped at its base and shielded to reduce glare. Incandescent lighting should be used with this type of fixture.
- To protect the night sky, illuminated signs for commercial purposes should be turned off between the hours of 11:00 p.m. and sunrise except for businesses that are open to the public during those hours.
- To protect the night sky, outdoor light fixtures installed and maintained upon private property within all districts in the planning area should be turned off between 11:00 p.m. and sunrise except when used for security purposes or to illuminate walkways, roadways and parking lots.

Exempt from recommendations:

- Gas lamps
- Holiday lighting





# **THOROUGHFARE PLAN** ROCKY FORK/BLACKLICK ACCORD REVISED 2001



## Roadways

Roadways within the town are of six basic types. The primary roadways, including the arterial roads, rural roads, and collector streets, are to be adopted as part of the Thoroughfare Plan. The location of each of these roadway types are illustrated on the Roadway Plan. In addition to these primary roadway types, sub-collector streets, access streets and service lanes will occur within developments. Dimensioned prototypical plan and sections of these are included as guidelines.

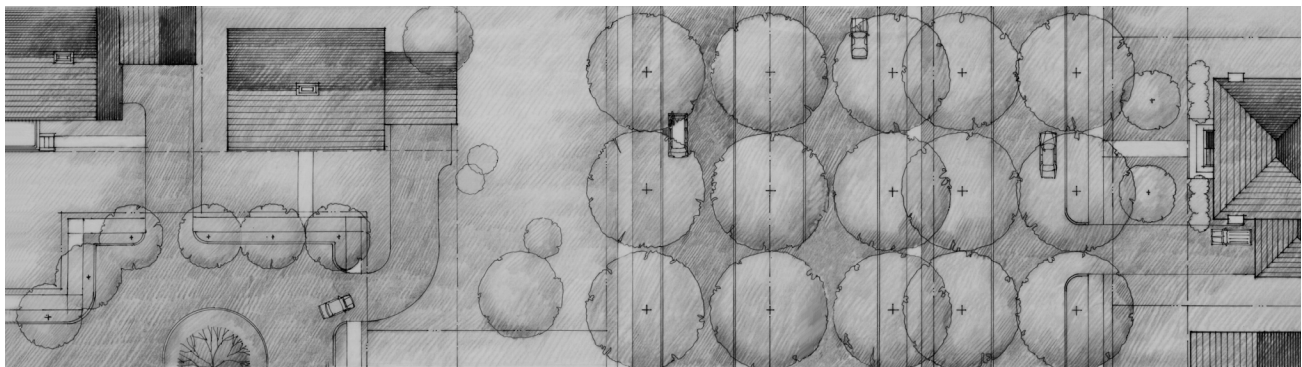
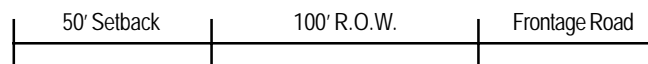
	Pavement width	R.O.W.
Access	24	50
Sub-Collector	26	50
Collector	32	60
Service Lanes	18	20
Arterial	56	100
Rural Existing	varies	60

## Street Lights

Street lighting may be appropriate through the study area. If lighting is included as part of a development proposal, it should be evaluated on the appropriateness of the fixture (height, style and color) as well as the type and light level of the luminaire. Street lighting is encouraged at all intersections.

## Arterials

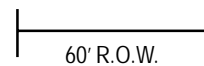
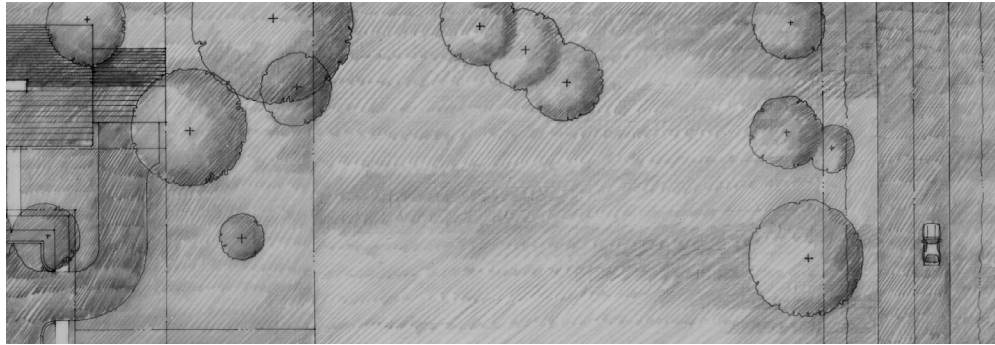
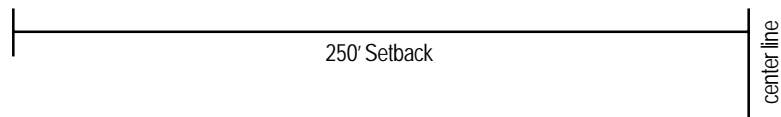
The arterial streets are the principal streets within the community. One creates a new spine through the center of the Town District and connects at both ends to interchanges on the New Albany Expressway.



Other arterial roads connect with the central New Albany Expressway interchange and serve the mixed use core of the Town District. Two design sections illustrate the requirements for the arterials where they front retail, office and residential uses.

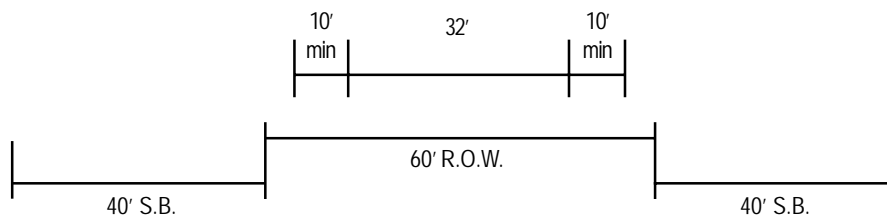
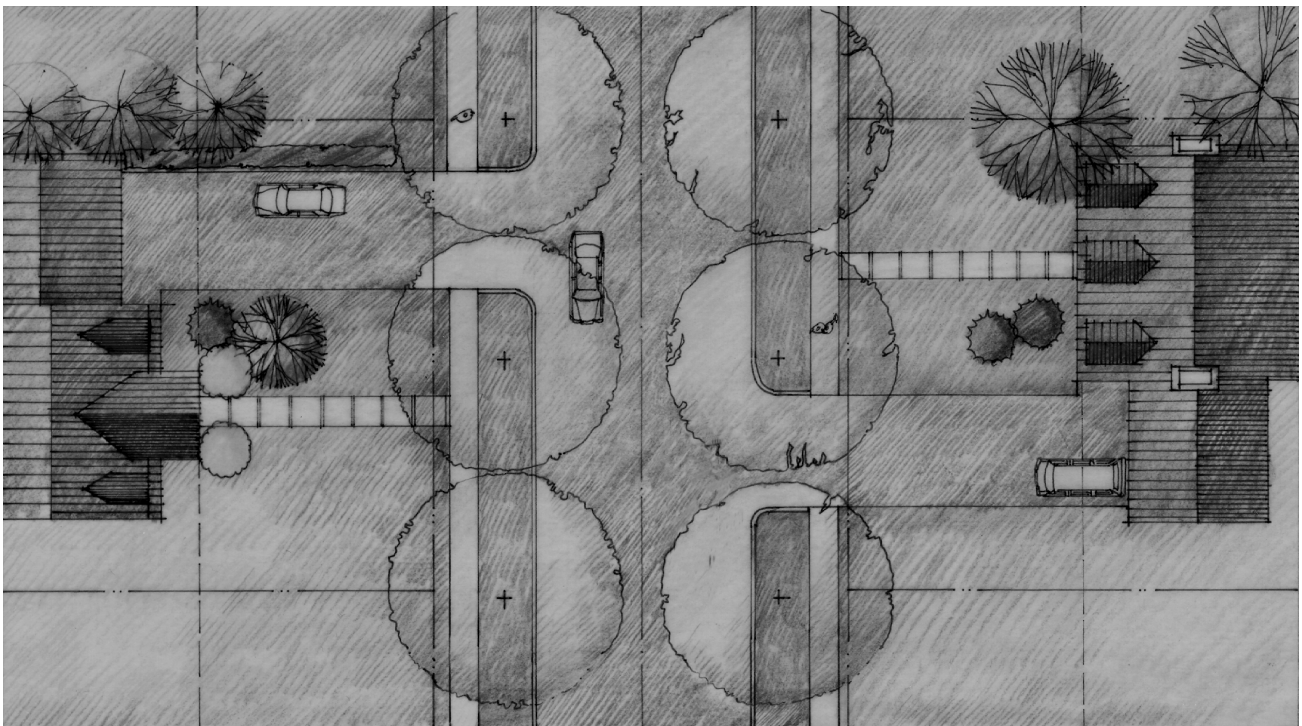
## Rural Roads

This roadway type includes most of the existing roadways. The intent is that for those road segments with existing homes no change in setback or open space be required. Structures which do not meet the setback standard shall maintain their existing setback. New Construction will observe a 250' setback from the centerline of the road.



## Collector Streets

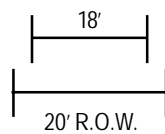
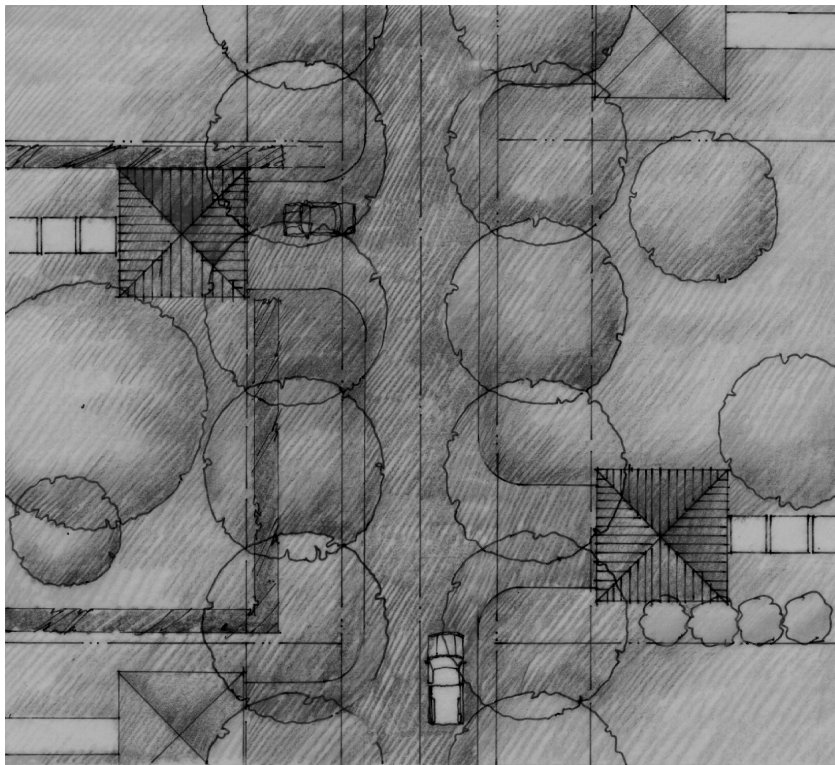
This roadway type is intended to serve each of the villages. Collector streets also provide a second level of roadway within the Town District. The 32-foot pavement width and 40-foot setback from the right-of-way line provides space for higher traffic volumes and on-street parking.





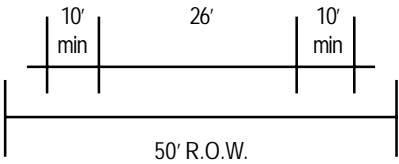
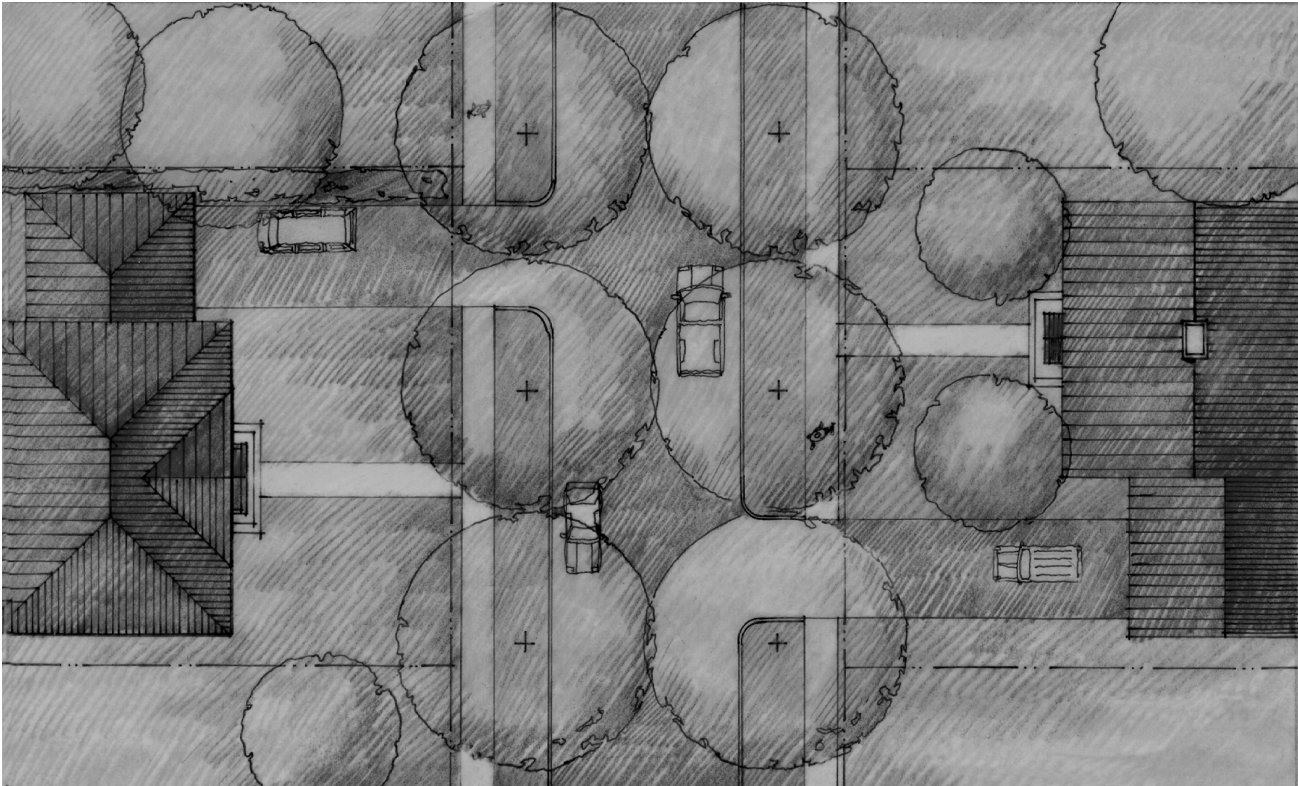
## Service Lanes

The service lane roadway type is intended for use within the Town and Village residential areas. The use of service lanes for access to garages within these two districts is highly encouraged.

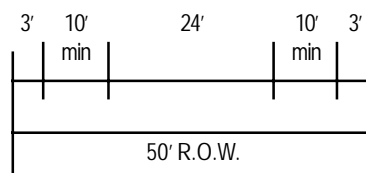
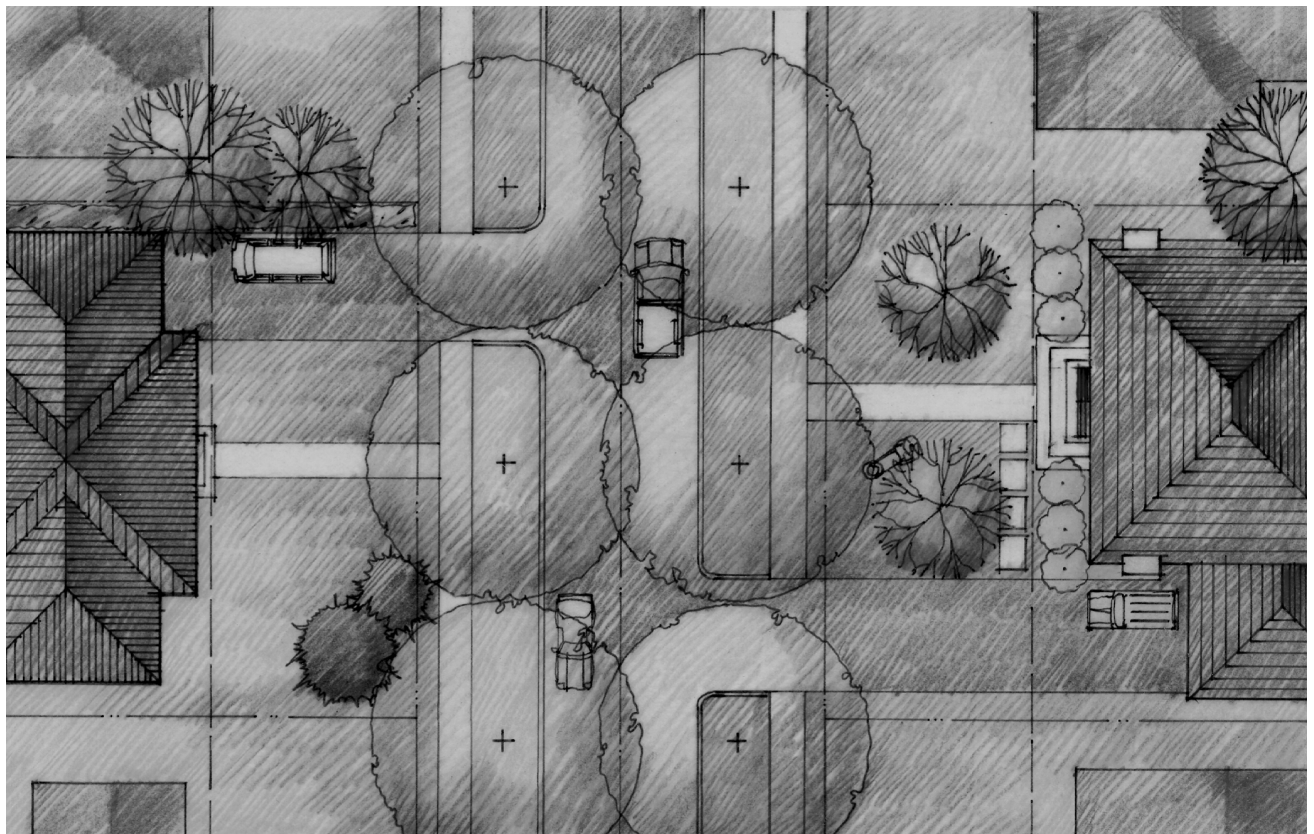


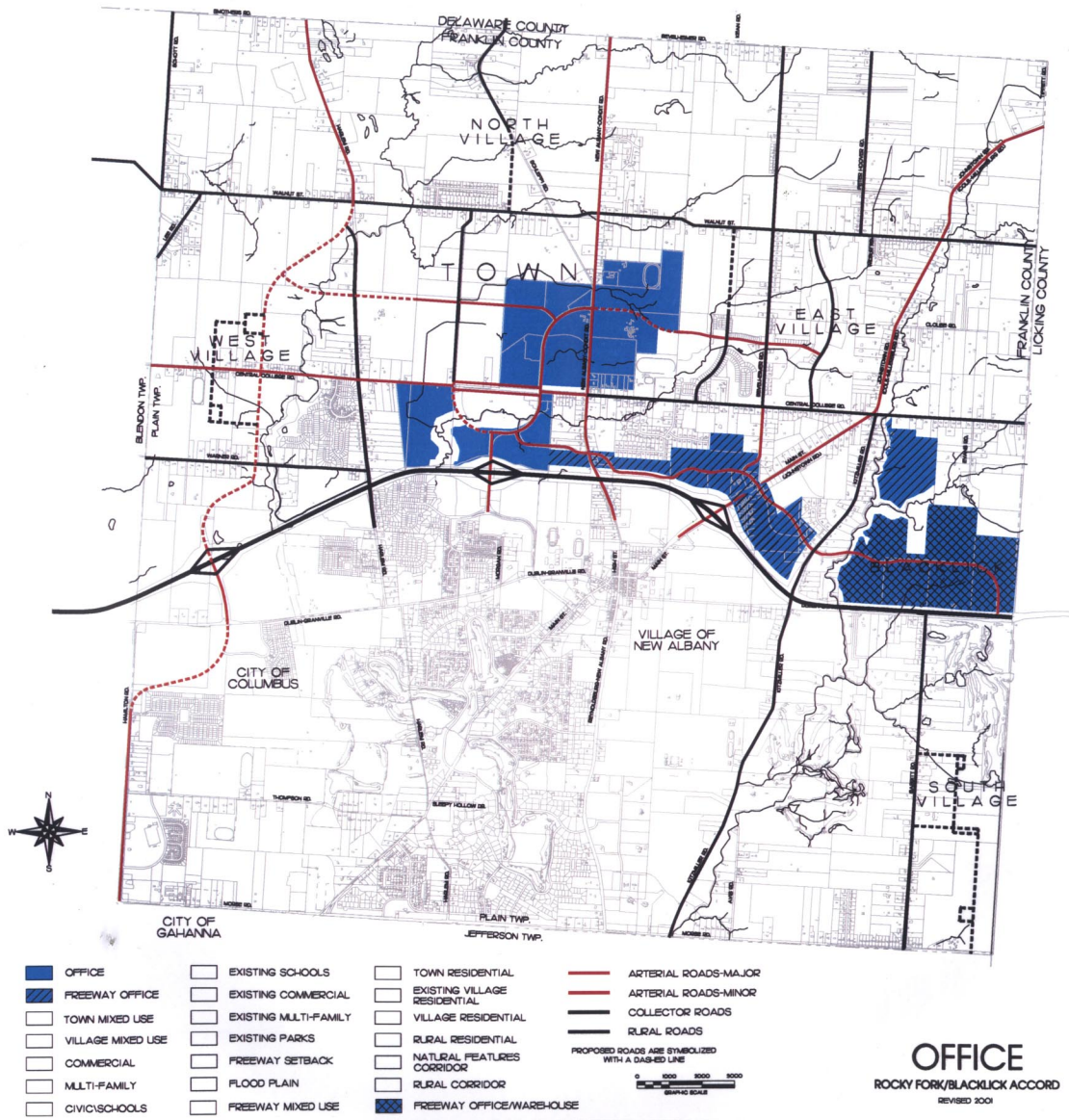
The Sub-Collector and Access streets are to be used within the Town, Village and Rural Residential areas. These roadways have recommended right-of-way width of 50 feet, with varying widths. The designation will be based upon the level of anticipated traffic to be served which in turn is dependent upon the number of homes served.

Sub – Collector



## Access Streets







## **Office District**

There are two office zones contiguous to interchanges along the New Albany Expressway served by arterial roads. The office zones are envisioned as campus-style suburban office development where greens and landscaping play a prominent role in public open space delineation.

### **Permitted Land Use**

Office uses and other significant employment and revenue producing uses.

### **Land Allocation**

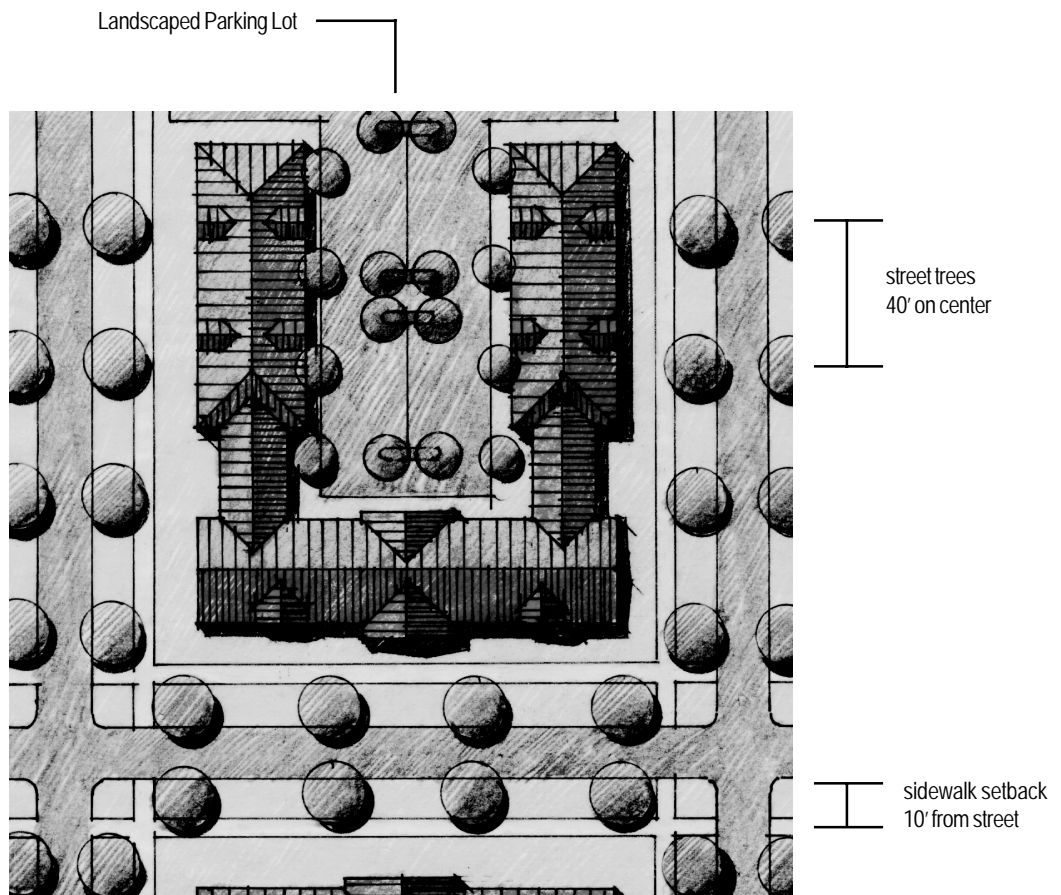
Office buildings should be sited in a campus-like manner. Buildings should front major roadways with parking located behind the buildings.

Building arrangements should provide convenient and safe pedestrian connections between buildings and parking lots, and other civic or public uses.

### **Permitted Density**

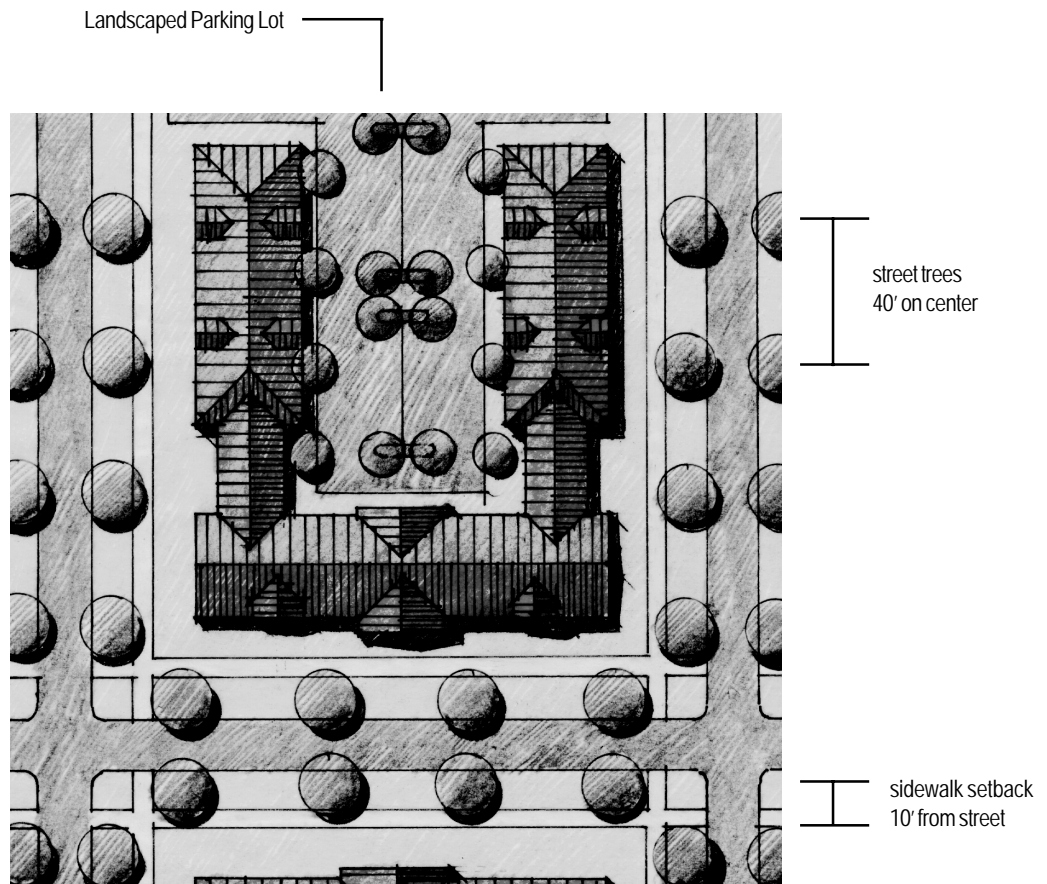
Base Density: 10,000 square feet per acre.

Density Bonus: Strict adherence to the development standards of this section may permit an increase in the base density up to 12,000 square feet per acre.



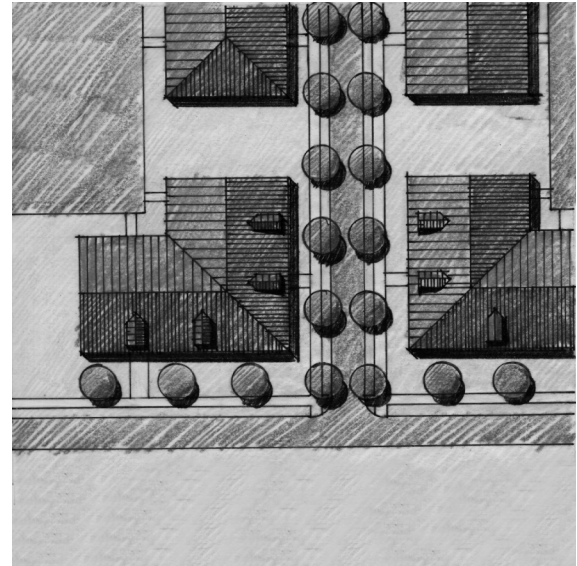
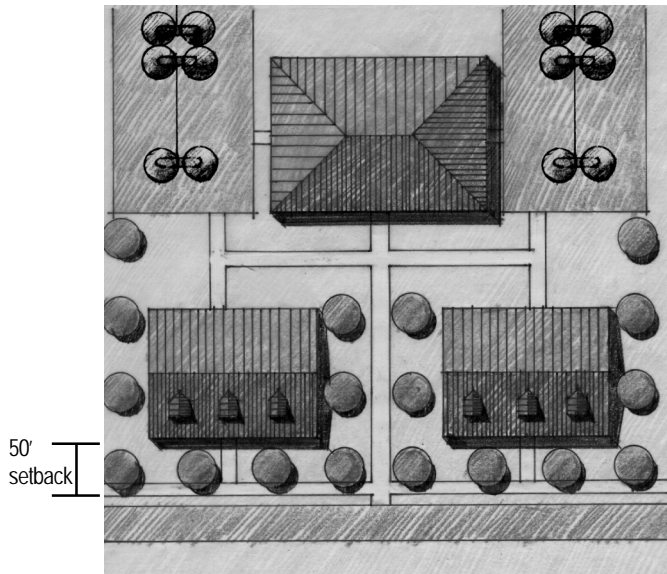
## Streets

- Streets within the Office District should be two-way.
- On-street parking is discouraged.
- Sidewalks should be provided to encourage walking and should be set back a minimum of 10 feet from the street.
- Street trees should be provided on both sides of the street at a minimum of 40 feet on center.
- Streets should connect with each other. Cul-de-sacs are discouraged.



## Parking

- a. Primary parking should be located behind office buildings and not between the primary street and the office buildings. Minimal short-term visitor and "drop-off" parking can be provided at the front of the building.
- b. Parking lots between buildings should be interconnected to encourage parking areas shared among buildings and to reduce paved areas.
- c. Parking areas should be screened from view by evergreen landscape materials or masonry walls to a height of no less than four feet.
- d. Parking areas located behind buildings should include curbed landscaped spaces with deciduous trees. These landscaped areas shall amount to not less than five percent of the vehicular use area and be evenly distributed throughout the parking area to minimize the visual impact of the parking areas.
- e. Use of non-automotive transportation such as walking and bicycling is encouraged. Bicycle parking should be convenient, covered and located near all building entrances.
- f. The maximum amount of parking permitted is one space per 250 square feet.

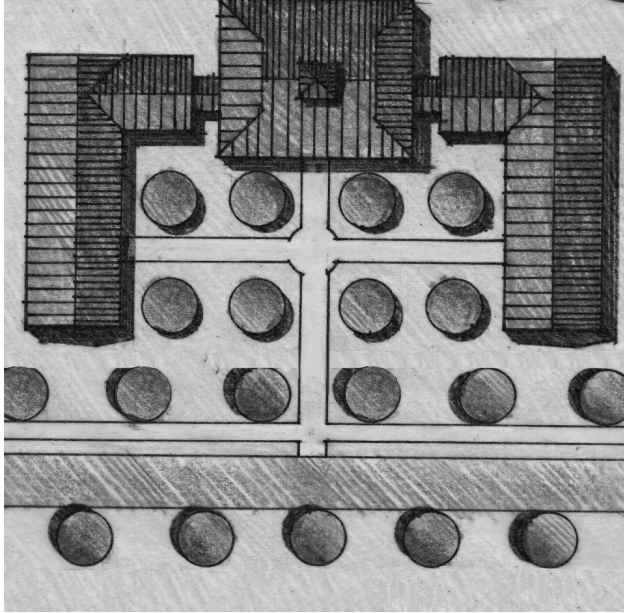


## Civic Space

- a. Office buildings should be set back from the primary street right-of-way a minimum of 50 feet to maintain a natural greenway as a visual amenity.
- b. Common open spaces or greens that are framed by buildings and that create a "campus-like" office environment are encouraged.

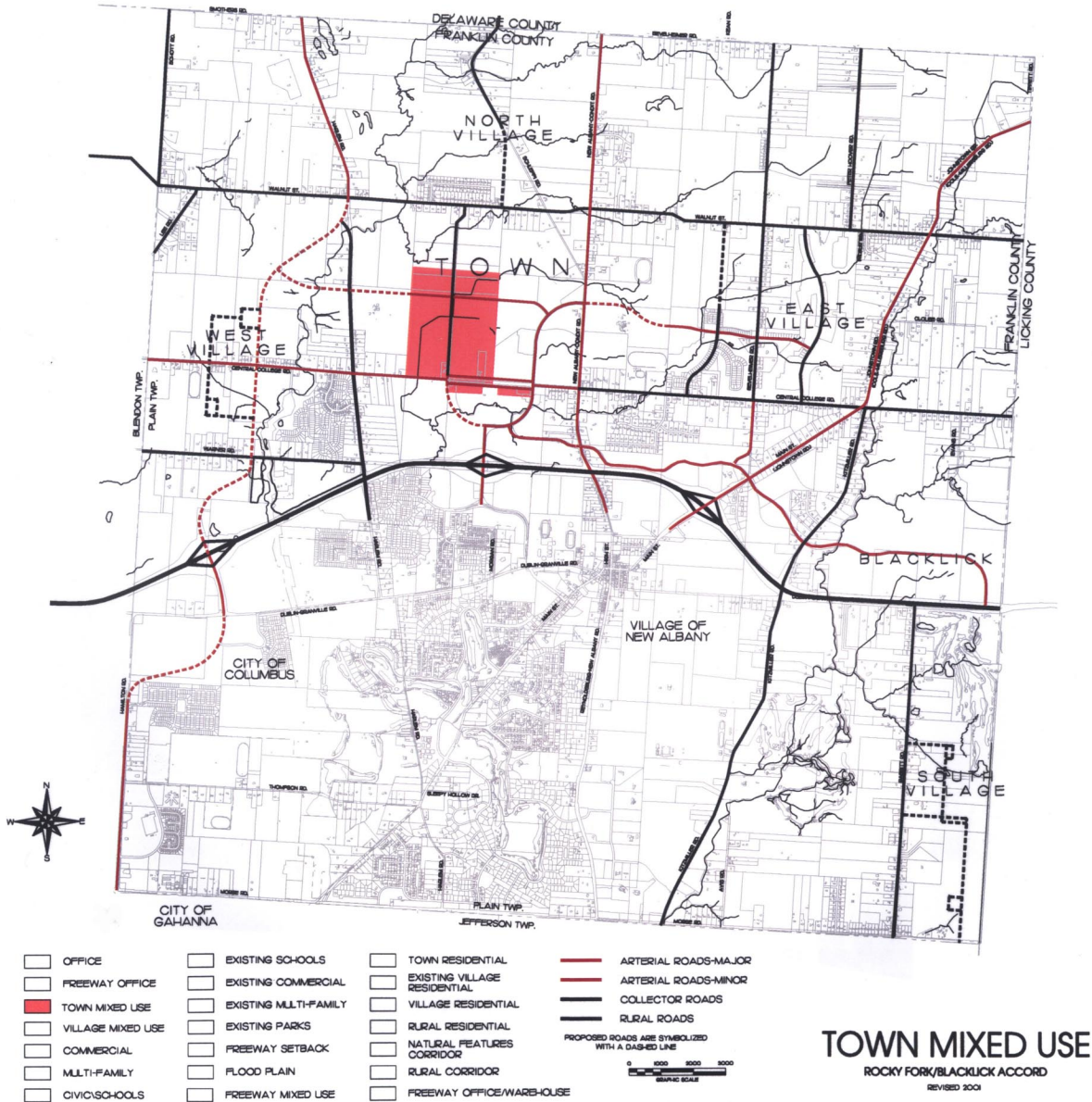
## Site Orientation

- a. Buildings should be oriented to front the primary public roadways.
- b. All lots should front on public or private roads.
- c. When open space between buildings occurs, pedestrian connections shall be established between the rear parking area and the sidewalk in the front of the building.



## Architecture

- a. Office buildings should be sited in a campus-like manner that will produce a clear sense of place, identity, and encourage interaction and "community" among the users. Buildings should be sited in relationship to each other to provide convenient pedestrian connections between each building, to parking, and to any other civic or public uses within convenient walking distances.
- b. The maximum building height is three stories, not to exceed 65 feet in height.
- c. Any side of a building which faces a public right-of-way or green shall be of compatible materials and style as the other sides of the building.



## **Town**

The Town District is comprised of two areas: mixed-use; and residential.

### **Mixed Use Area**

The mixed-use area is envisioned as the “town center” with a diversity of commercial and attached residential uses in close proximity to each other.

### **Permitted Land Use**

A wide variety and combination of land uses are permitted in this district including retail, commercial, restaurants, administrative, business and professional office, research facilities, personal services and consumer services, and attached and single family residential.

### **Permitted Density**

Base Density: 8,000 square feet per acre

Density Bonus: Strict adherence to the development standards of this section may permit an increase in the base density up to 10,000 square feet per acre.

### Residential Uses

The mixed-use residential area is envisioned as an area of single-family and attached residential homes located within walking distance of the mixed-use town center developed at a slightly higher density than village and rural residential development.

### Land Allocation

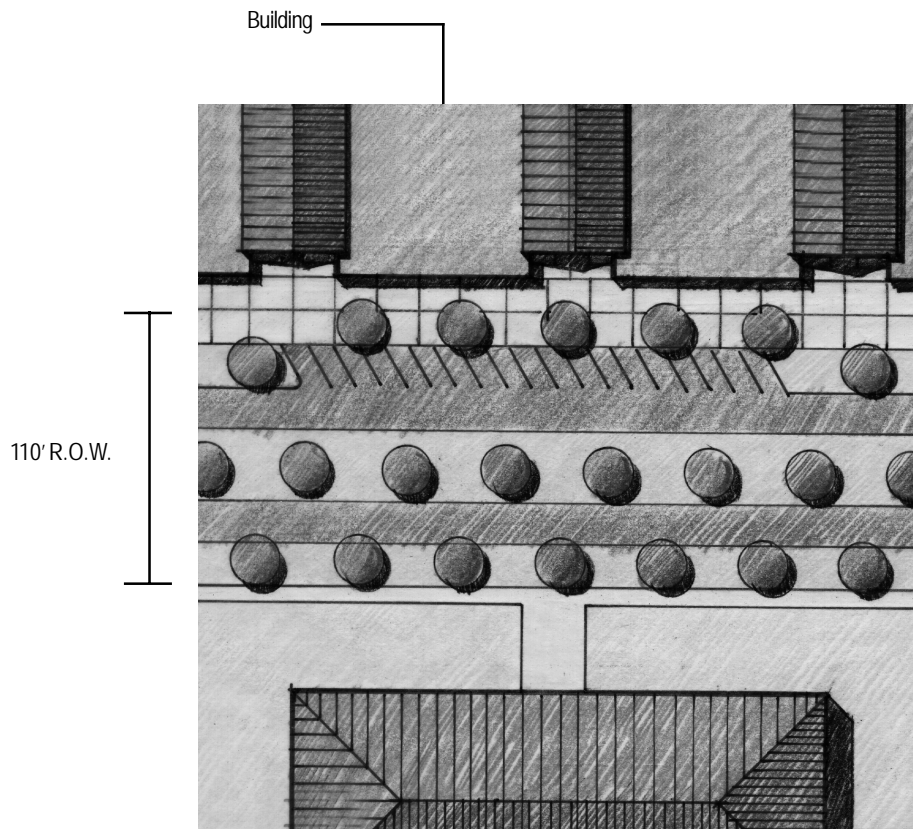
Residential uses may not exceed 25 percent of the mixed-use area.

### Permitted Density

Base Density: 1.5 units per acre

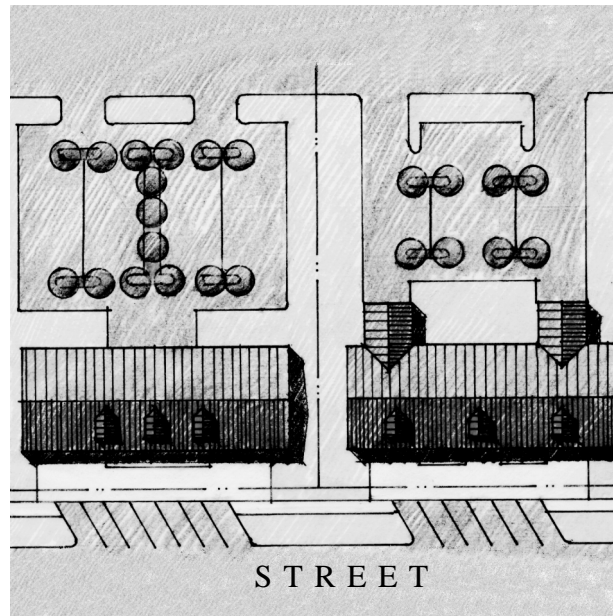
Density Bonus: Strict adherence to the development standards of this section may permit an increase in the base density up to 6.0 dwelling units per acre net and not more than 3.0 dwelling units per acre gross.





## Streets

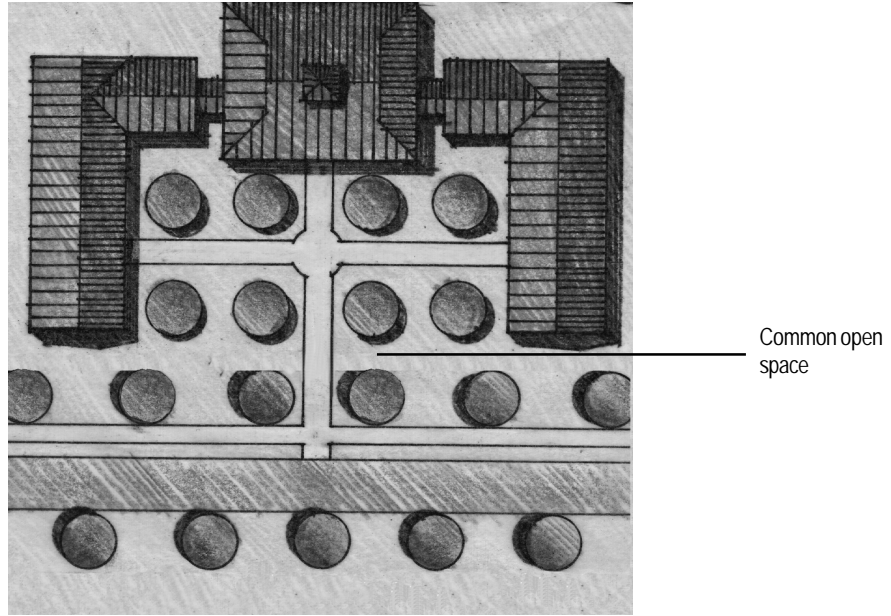
- a. The maximum length of a block is 500 feet.
- b. The primary town arterial street should have a 110 feet right-of-way with a landscaped median.
- c. Town arterial streets may be two-way with diagonal on-street parking on the retail side of the street.
- d. The streetscape should include deciduous street trees planted 40 feet on center.
- e. All power and communication utility lines should be underground.
- f. Decorative street lighting should be provided.
- g. Sidewalks, other than in retail areas, should be four feet wide and located a minimum of ten feet behind the curb.
- h. In retail areas, the sidewalk should extend generally from the back of curb to the “build to” line to create a wide comfortable pedestrian area in front of the buildings.
- i. The rural 250-foot setback does not apply in this district.
- j. Narrower streets are encouraged, where appropriate, to promote a pedestrian friendly scale.



## Parking

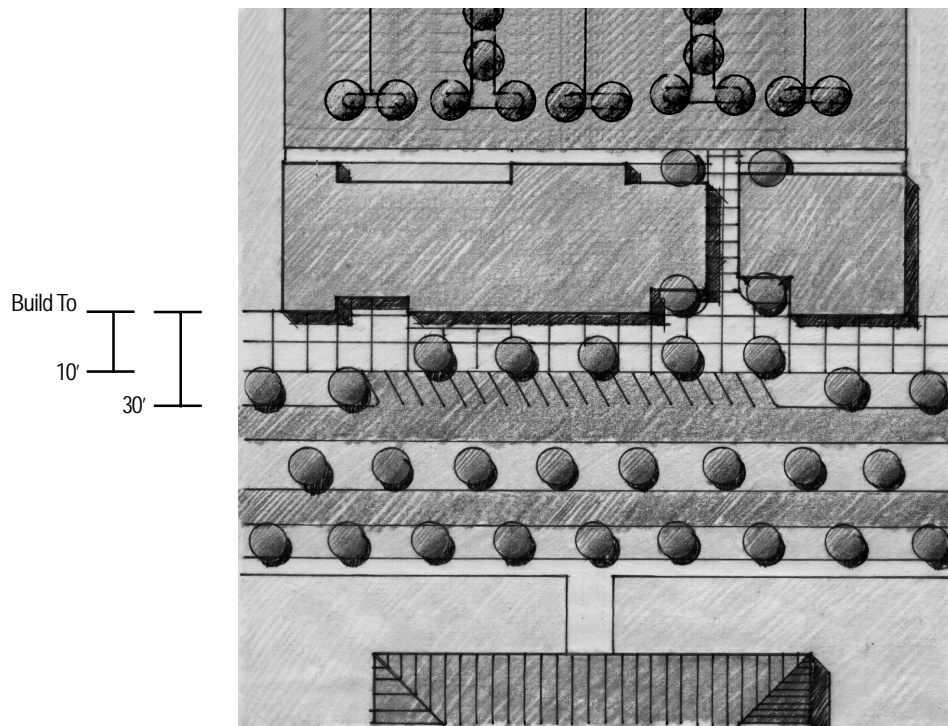
- a. Parking areas should be located behind buildings. Diagonal on-street parking should be provided in front of buildings for retail use only.
- b. Parking should be consolidated into public parking lots behind the buildings. Private parking areas for individual commercial uses should be discouraged. Shared parking between individual commercial, retail and residential uses is encouraged.
- c. The following parking ratio requirements should not be exceeded:
  - Retail: 1 space per 250 gross square feet
  - Office: 1 space per 250 gross square feet
  - Residential: 2 spaces per unit

These parking ratios should be used in designing parking areas for mixed-use development for which shared parking is encouraged to reduce parking areas.
- d. Bicycle parking should be conveniently provided at the front and/or rear of all buildings.
- e. Parking areas located behind buildings should contain curbed landscaped spaces with deciduous trees. These landscaped areas shall amount to not less than five percent of the vehicular use area and be located throughout the parking area to minimize the visual impact.
- f. Parking lots should be screened from all public right-of-way, residential areas and open spaces by a 4-foot minimum evergreen hedge or masonry wall.
- g. When abutting dissimilar uses, a minimum shared 25 foot buffer zone shall be maintained.



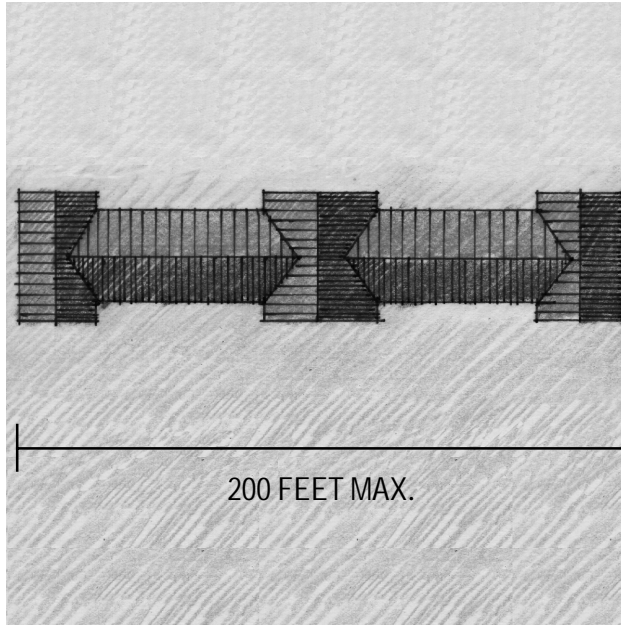
## Civic / Public Space

- a. Common open spaces and/or public greens that are framed by buildings are encouraged.
- b. For residential uses, a minimum of 20 percent of the gross site area will be set aside as publicly accessible open space. The open space must be fronted on at least two sides by a public street.



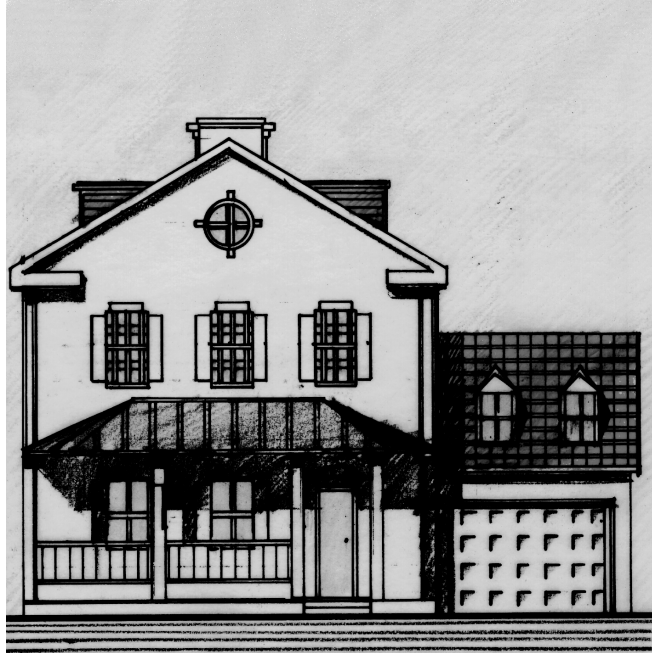
## Site Orientation

- a. For retail uses along Central College Road a "build-to" line should be established ten feet back from the street right-of-way, which provides for a 30 foot wide setback from the curb with sidewalk and street trees. At least 80 percent of the building elevation must be constructed to the "build to" line.
- b. For office and residential uses, a "build to" line should be established 50 feet from the street right-of-way.
- c. Attached and/or multi-tenant buildings are encouraged. Excessive gaps and non-usable spaces between buildings are discouraged.
- d. When open spaces between buildings occur, pedestrian connections should be established between the rear parking area and the sidewalk in front of the building.
- e. Buildings and individual establishments (i.e. shops, stores, offices) should have front and rear entrances whenever possible.



## Architecture

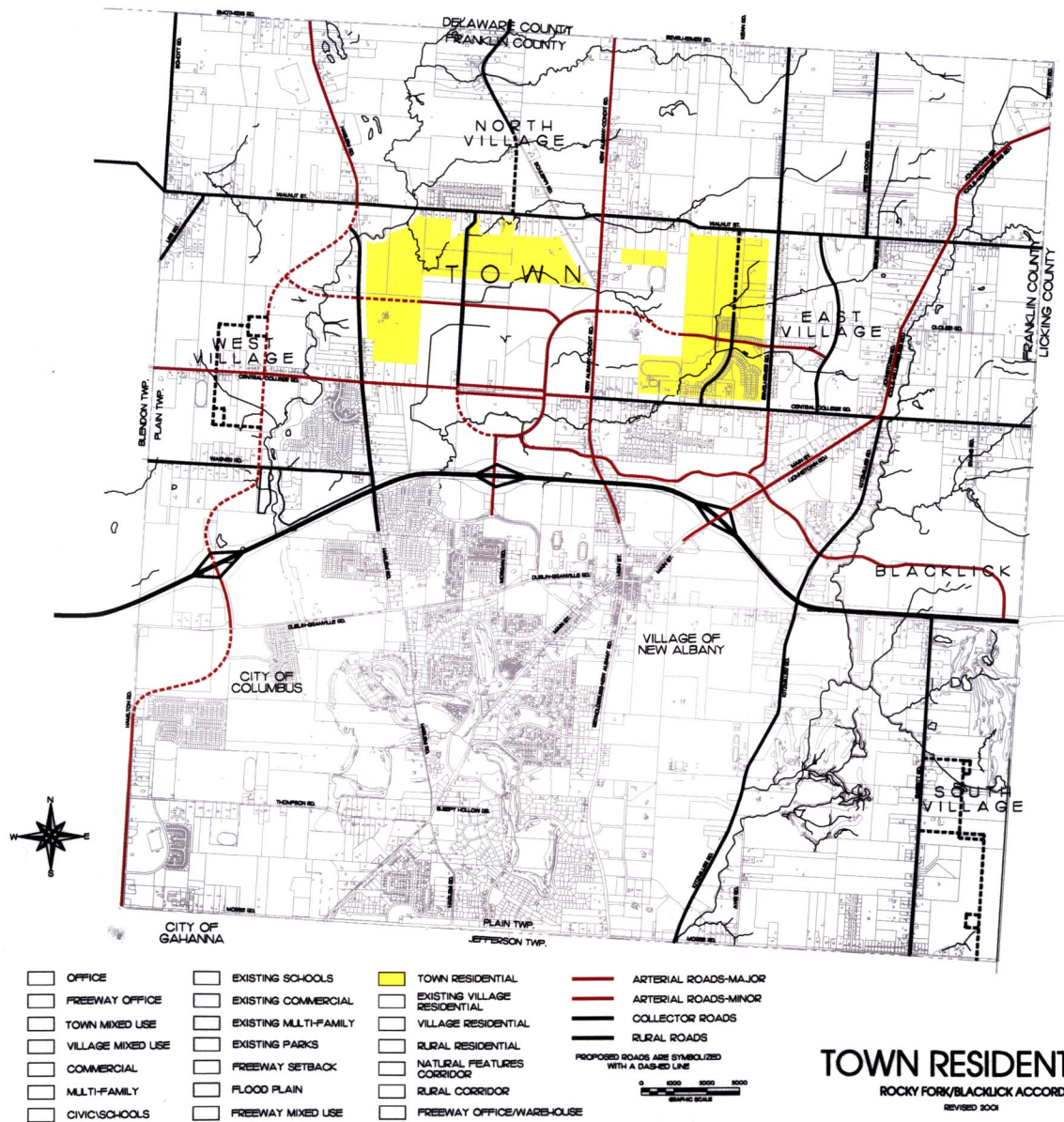
- a. The massing and architectural detailing of buildings should be stronger and more prominent at corner locations.
- b. Individual building length should not exceed 200 feet. Building height should be a minimum of two stories and not exceed three stories.
- c. Sloped or pitched roofs are encouraged. Flat roofs are allowed only with highly detailed or decorative cornices.
- d. The maximum use of see-through glass is encouraged on the street level of buildings. Reflective, opaque and non-translucent building materials are discouraged at street level. Operable recessed windows on all building levels are encouraged.



- e. The rear elevation of buildings facing the parking areas should be designed in a coordinated manner with high quality building materials, lighting and signage. Rear entrances should be attractively designed. Loading and refuse areas should be consolidated, shared and attractively and completely screened.
- f. Building materials should be traditional and natural such as brick, stone, wood, and glass.
- g. Storefronts should relate directly and clearly to the street. Extensive use of glass is encouraged for storefronts.
- h. The building height shall not exceed two and one half stories in appearance. The minimum building height shall be no less than one and one half stories in appearance.
- i. Architectural massing shall be broken up to maintain a village scale.
- j. Any side of a building which faces a public street, right-of-way, or green, shall be of compatible material in style as the other sides of the building.
- k. For multi-family residential development, garage doors shall not face the primary street.

## **Town Mixed Use Multi-Family**

The multi-family standards are intended to include development of apartments and condominiums within the context of Town Mixed Use areas. (Refer to the development standards Village Mixed Use Multi-Family on page 122-123.)





## **Town Residential**

The second component of the Town District is a residential area adjacent to the mixed-use town center. This area is comprised of single-family and attached residential housing in close proximity to school sites and recreational open space.

### **Permitted Land Use**

Single-Family Residential

### **Permitted Density**

New Albany:

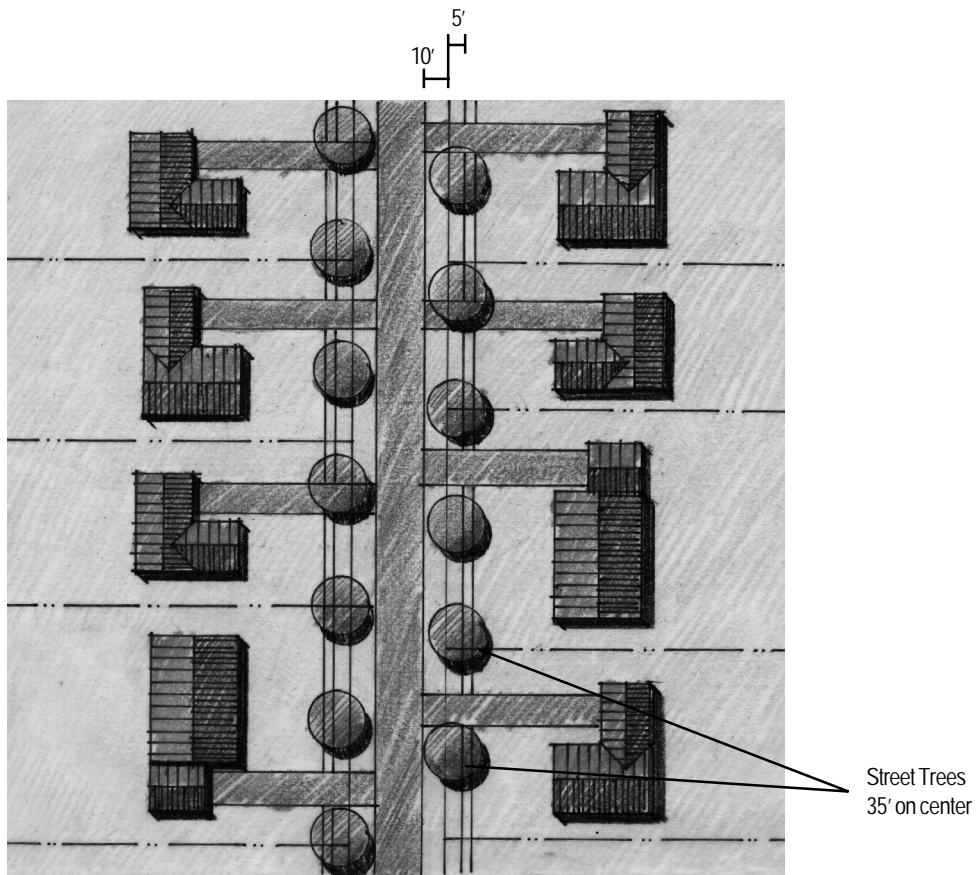
Base Density: 1 unit per acre

Density Bonus: Strict adherence to the development standards of this section may permit an increase in the base density up to 1.5 units per acre.

Columbus:

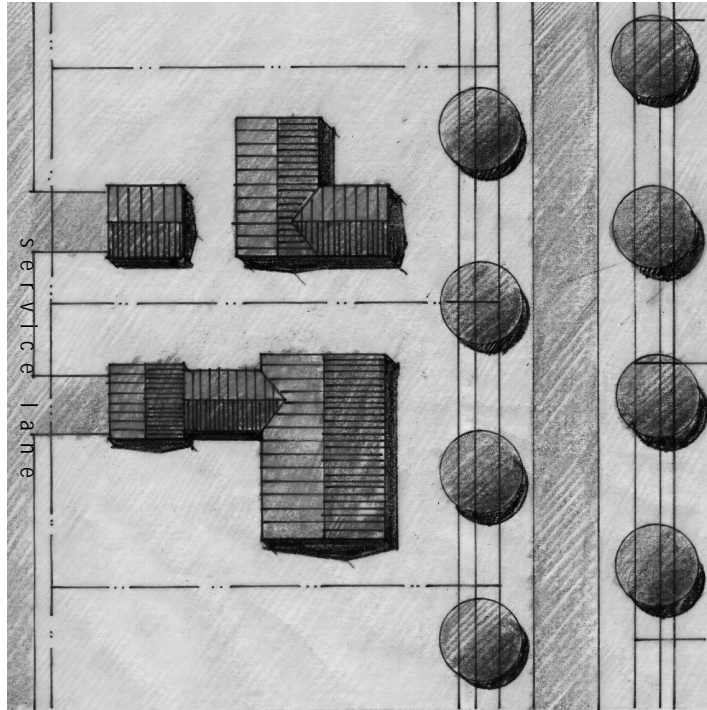
Base Density: 1 unit per acre

Density Bonus: Strict adherence to the development standards of this section may permit an increase in the base density up to 2.5 units per acre.



## Streets

- a. There is a hierarchy of streets including collector, sub-collector and access streets, and service lanes within the district.
- b. Streets should be two-way with five-foot wide sidewalks on both sides of the street set back 10 feet from the curb line.
- c. Street trees should be planted 35 feet on center in the grass strip between the sidewalk and the street curb.

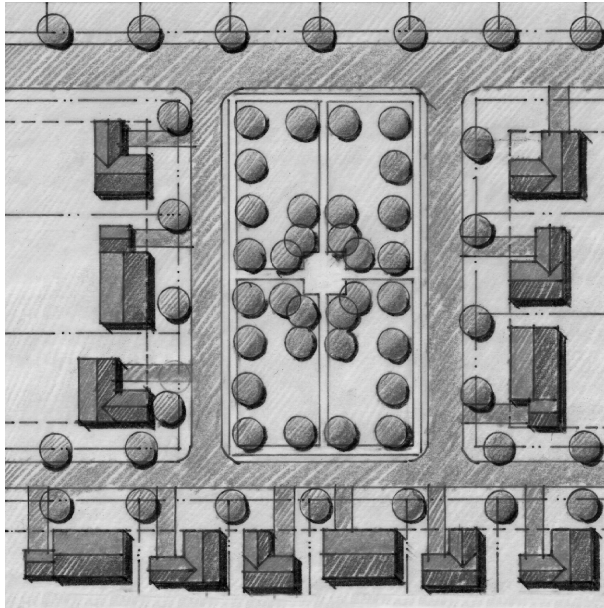


## Parking

- a. Parking for single-family houses is encouraged in rear lot garages accessible by service lanes. On-street parking is encouraged for visitors and short-term parking.

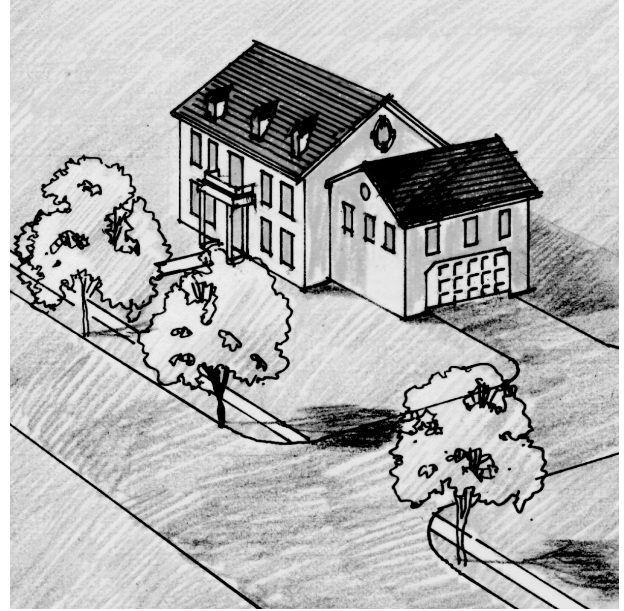
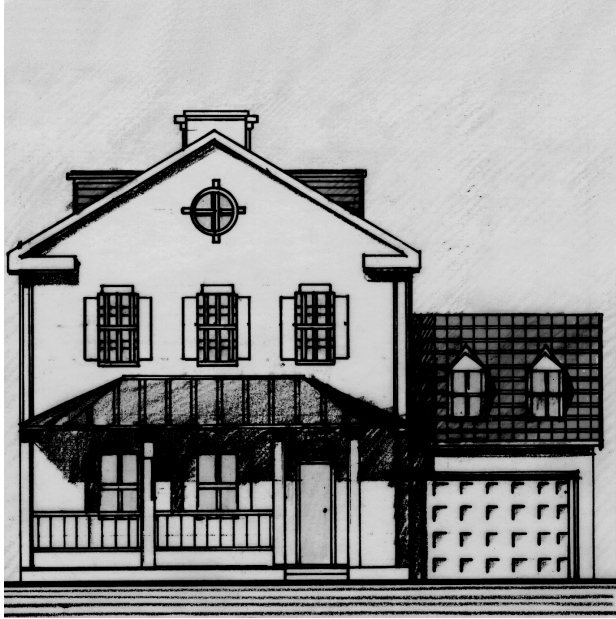
## Civic Space

- a. Neighborhood parks should be located within 1,200 feet of single-family houses.
- b. Neighborhood parks should range in size from one to ten acres.
- c. For developments over 50 lots, a minimum amount of open space should be civic space.



## Site Orientation

- a. Single-family houses should front onto public open spaces and not back onto public parks or roads.
- b. A “build to” line should be established for each classification of neighborhood street as follows:
  - Arterial 50 – 60 feet setback line
  - Collector 40 – 50 feet build to line
  - Sub-Collector 30 – 40 feet build to line
  - Access 25 – 30 feet build to line
- c. The maximum average single-family lot width should not exceed 100 feet. For areas where the density exceeds 1.5 dwelling units per acre the maximum average lot width should be no larger than 80 feet.
- d. The average single-family lot area should not exceed 15,000 square feet. For areas where the density exceeds 1.5 dwelling units per acre the average lot area should be no larger than 10,000 square feet.



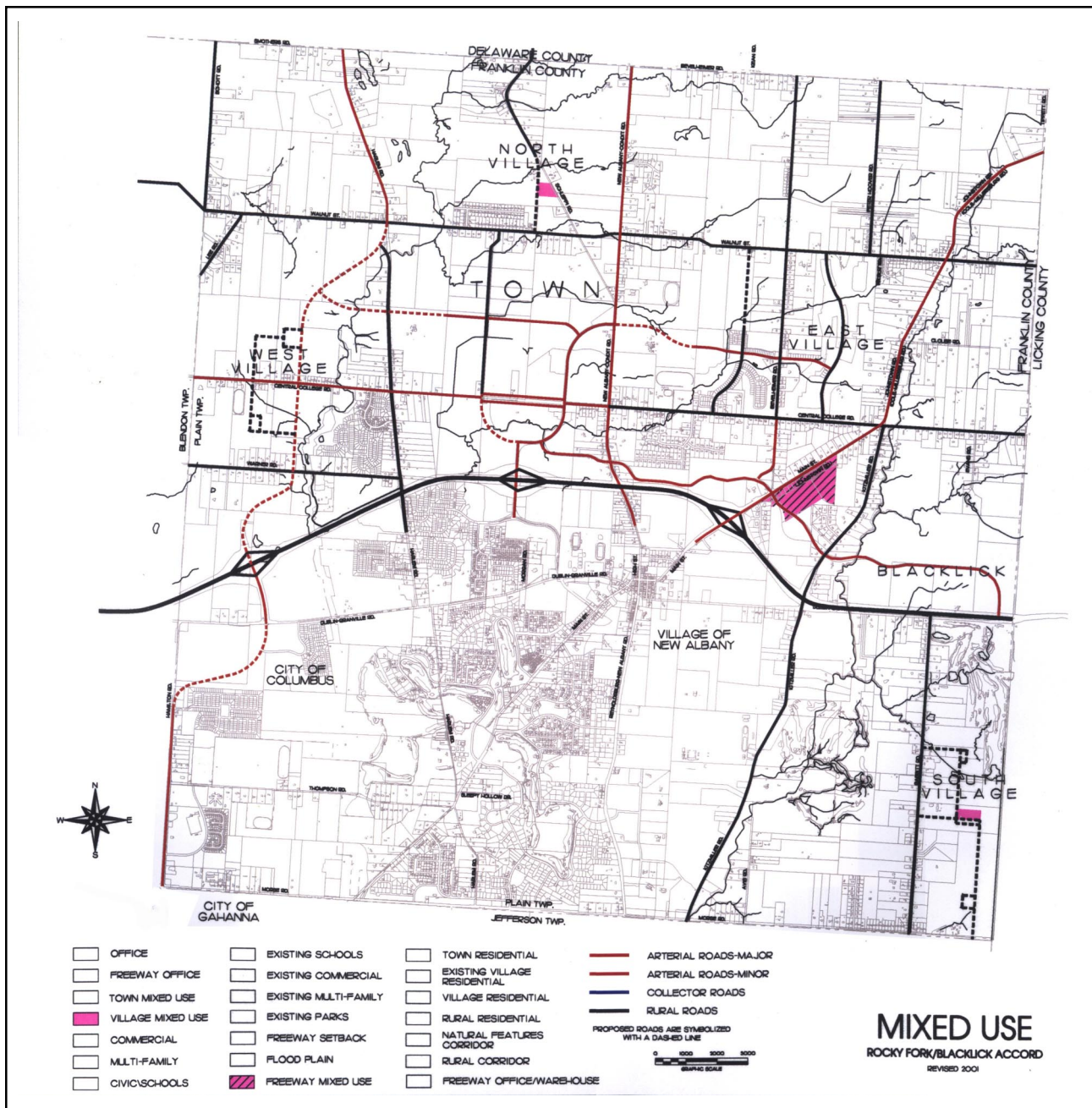
## Architecture

- a. Sloped or pitched roofs are encouraged.
- b. Side-loaded garages are encouraged. When a garage faces the street, the front facade of the garage must be set back a minimum of three feet from the front facade of the house.
- c. The maximum width of a garage door which faces the street is ten feet.
- d. The massing of each house should be simple and traditional.
- e. Traditional and natural looking building materials such as brick, stone, wood, and glass, are encouraged.
- f. Building design shall be based on traditional American styles found in the Field Guide to American Architecture, excluding 20<sup>th</sup> century.

## **Town Residential Multi-Family**

The multi-family standards are intended to include development of apartments and condominiums within the context of Town Residential areas. (Refer to the development standards in Village Mixed Use Multi-Family on page 122-123.)







## **Village Mixed Use**

### **Mixed Use Area**

The mixed-use area is to have a diversity of commercial and attached residential uses in close proximity to each other.

### **Permitted Land Use**

A wide variety and combination of land uses are permitted in this district including retail, restaurants, administrative business and professional office, research facilities, personal and consumer services, and attached and single-family residential.

### **Permitted Density**

Base Density: 8,000 square feet per acre.

Density Bonus: Strict adherence to the development standards of this section may permit an increase in the base density up to 10,000 square feet per acre.

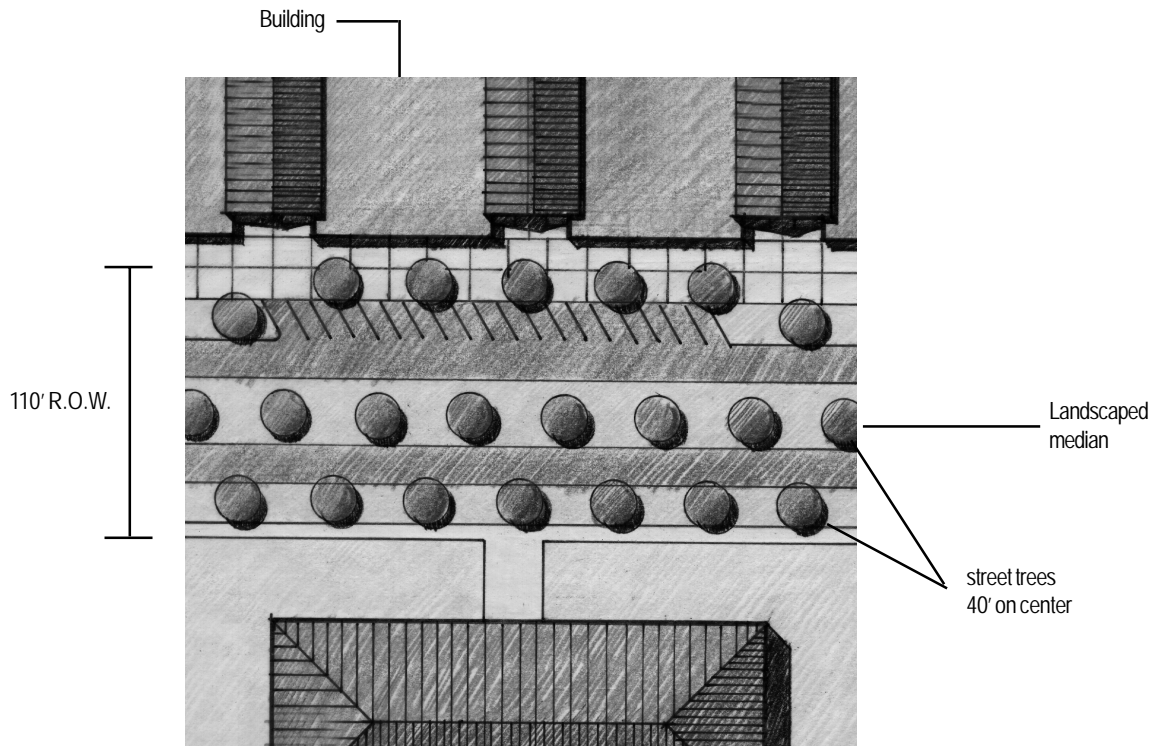
### **Land Allocation**

Residential uses may not exceed 35 percent of the mixed-use area.

### **Permitted Density**

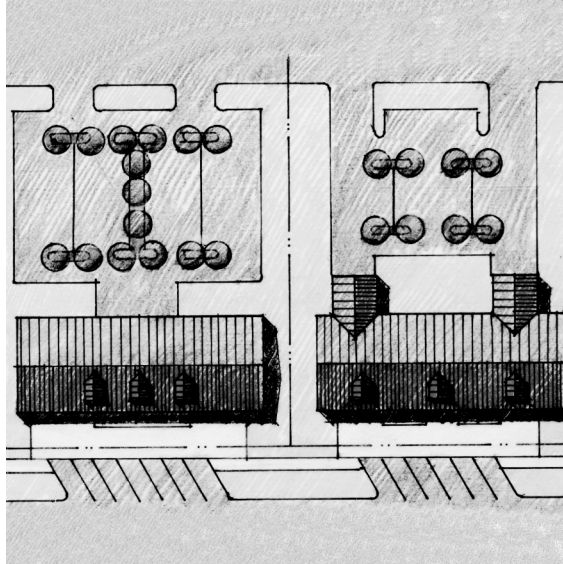
Base Density: 1.5 units per acre

Density Bonus: Strict adherence to the development standards of this section may permit an increase in the base density of 6.0 dwelling units per acre net and not more than 3.0 dwelling units per acre gross.



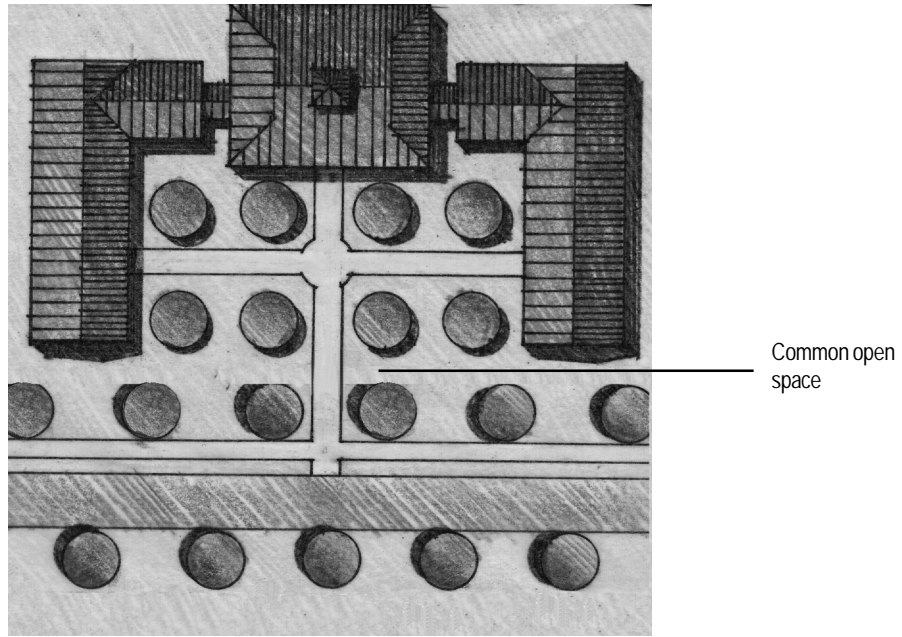
## Streets

- a. The maximum length of a block is 500 feet.
- b. The primary town arterial street should have a 110-foot right-of-way with a landscaped median.
- c. Town arterial streets may be two-way with diagonal on-street parking on the retail side of the street.
- d. The streetscape should include deciduous street trees planted 40 feet on center.
- e. All power and communication utility lines should be underground.
- f. Decorative street lighting should be provided.
- g. Sidewalks, other than in retail areas, should be four feet wide and located a minimum of ten feet behind the curb.
- h. In retail areas, the sidewalk should extend generally from the back of curb to the “build to” line to create a wide comfortable pedestrian area in front of the buildings.
- i. The rural 250-foot setback does not apply in this district.
- j. Narrower streets are encouraged, where appropriate, to protect a pedestrian friendly scale.



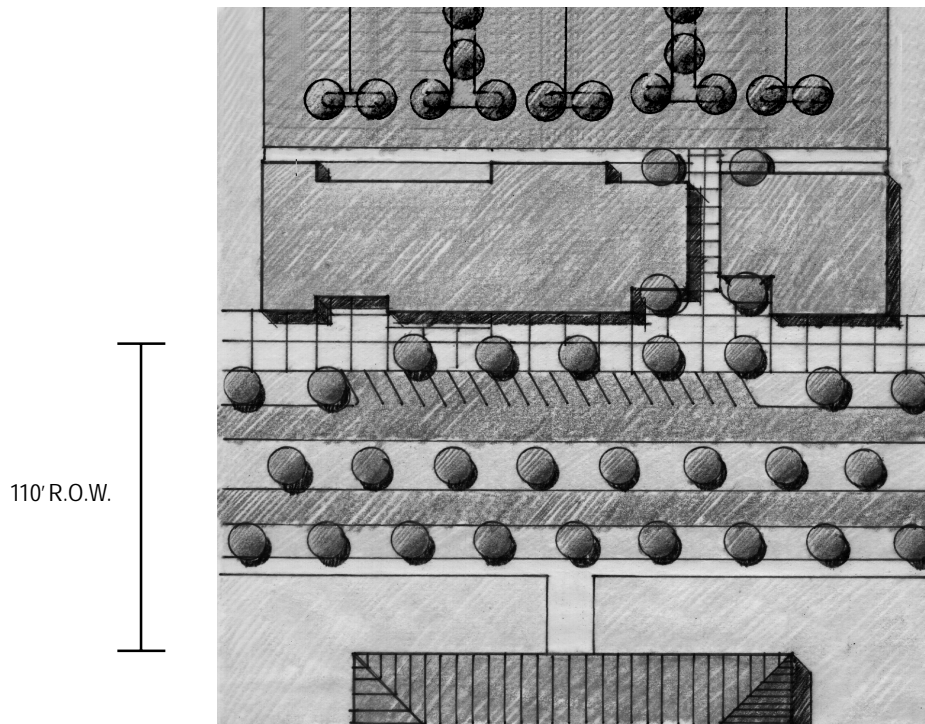
## Parking

- a. Parking areas should be located behind buildings. Diagonal on-street parking should be provided in front of buildings for retail uses only.
- b. Parking should be consolidated into public parking lots behind the buildings. Private parking areas for individual commercial uses should be discouraged. Shared parking between individual commercial, retail and residential uses is encouraged.
- c. The following parking ratio requirements should not be exceeded:
  - Retail: 1 space per 250 gross square feet.
  - Office: 1 space per 250 gross square feet.
  - Residential: 2 spaces per unit.
 These parking ratios should be used in designing parking areas for mixed-use development for which shared parking is encouraged to reduce parking areas.
- d. Bicycle parking should be conveniently provided at the front and/or rear of all buildings.
- e. Parking areas located behind buildings should contain curbed landscaped spaces with deciduous trees. These landscaped areas shall amount to not less than five percent of the vehicular use area and be located throughout the parking area to minimize the visual impact.
- f. Parking lots should be screened from all public right-of-way, residential areas and open space by a 4-foot minimum evergreen hedge or masonry wall.
- g. When abutting dissimilar uses, a minimum shared 25-foot buffer zone shall be maintained.



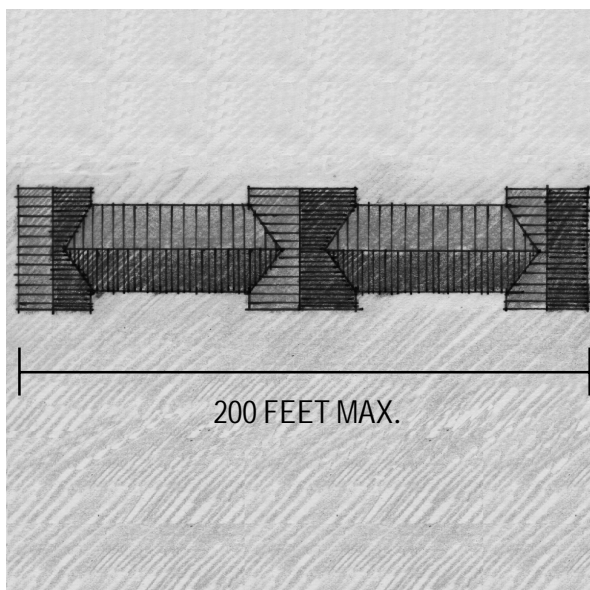
## Civic / Public Space

- a. Common open spaces and/or public greens that are framed by buildings are encouraged.
- b. For residential uses, a minimum of 20 percent of the gross site area will be set aside as publicly accessible open space. This open space must be fronted on at least two sides by a public street.



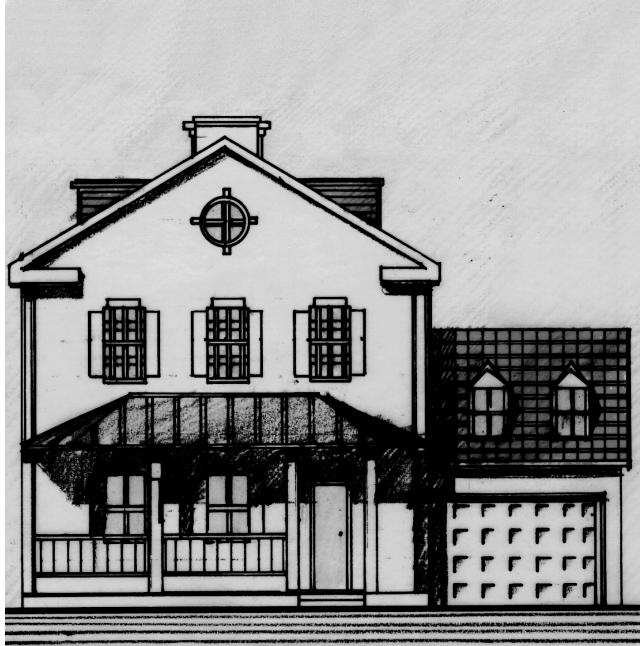
## Site Orientation

- a. For retail uses along Central College Road, a "build-to" line should be established ten feet back from the street right-of-way, which provides for a 30-foot wide setback with a sidewalk and street trees. At least 80 percent of the building elevation must be constructed to the "build to" line.
- b. For office and residential uses, a "build to" line should be established 50 feet from the street right-of-way.
- c. Attached and/or multi-tenant buildings are encouraged. Excessive gaps and non-usable spaces between buildings are discouraged.
- d. When open spaces between buildings occur, pedestrian connections should be established between the rear parking area and the sidewalk in front of the building.
- e. Buildings and individual establishments (i.e. shops, stores, offices) should have front and rear entrances whenever possible.



## Architecture

- a. The massing and architectural detailing of buildings should be stronger and more prominent at corner locations.
- b. Individual building length should not exceed 200 feet. Building height should be a minimum of two stories and not exceed three stories.
- c. Sloped or pitched roofs are encouraged. Flat roofs are allowed only with highly detailed or decorative cornices.
- d. The maximum use of see through glass is encouraged on the street level of buildings. Reflective, opaque and non-translucent building materials are discouraged at street level. Operable recessed windows on all building levels are encouraged.
- e. The rear elevation of buildings facing the parking areas should be designed in a coordinated manner with high quality building materials, lighting and signage. Rear entrances should be attractively designed. Loading and refuse areas should be consolidated, shared and attractively and completely screened.



- f. Building materials should be traditional and natural such as brick, stone, wood and glass.
- g. Storefronts should relate directly and clearly to the street. Extensive use of glass is encouraged for storefronts.
- h. The maximum building height shall not exceed two and one-half stories in appearance. The minimum building height shall be no less than one and one-half stories in appearance.
- i. Architectural massing shall be broken up to maximize a village scale.
- j. Any side of a building which faces a public right-of-way, or green shall be of compatible material in style as the other sides of the building.
- k. For multi-family residential developments, garage doors shall not face the street.



## Village Mixed Use Multi-Family

The multi-family standards are intended to include development of apartments and condominiums within the context of the Village Mixed Use areas.

### Street

- a. There is a hierarchy of streets including collector, sub collector, and access streets, as identified.
- b. Streets should be two-way with sidewalks on both sides of the street, set back 10 feet from the curbline. Street trees should be planted 30 feet on center in the grass strip between the sidewalk and the curb. These standards do not apply to access streets.
- c. Sidewalks should provide access to the leisure trail system for pedestrians.
- d. All power and communication utility lines should be underground.
- e. Decorative street lighting should be provided.

Sub Collector 30-40 feet

Access 25-30 feet

### Parking

- a. Parking for multi-family residences is encouraged to occur in rear lot garages accessible by service lanes.
- b. Parking areas should be located behind buildings.
- c. The parking ratio requirement of 2 spaces per unit should not be exceeded.
- d. Parking areas should be well screened from public right-of-ways and open space by landscaping features and setbacks.
- e. Parking areas located behind buildings should contain interior landscaping not less than five percent of the vehicular use area and be located throughout the parking area to minimize the visual impact.

### Site Orientation

- a. Multi-family units should front onto public open spaces and never back onto public parks or roads.
- b. A "build to" line should be established for each classification of neighborhood street as follows:
  - Arterial 50-60 feet
  - Collector 40-50 feet

### Open / Public Space

- a. Neighborhood open spaces and/or parks should be located within 1,200 feet of all residential units.

- b. For multi-family residential uses, a minimum of 30 percent of the gross site area will be set aside as publicly accessible open space. This open space must be fronted on at least two sides by a public street.
- c. The natural landscape and open space should be incorporated into residential design and development.
- g. Sloped or pitched roofs are encouraged. Flat roofs are allowed only with highly detailed or decorative cornices.

## Architecture

- a. The massing and architectural detailing of each building should be simple and traditional, as consistent with other buildings in the district.
- b. The maximum building height should be three stories and the minimum building height should be two stories. The maximum building height should be 45 feet and the maximum building length should be 200 feet.
- c. The buildings should be pedestrian in scale.
- d. Building materials should be traditional and natural in appearance, such as brick, stone, wood, and glass.
- e. All building elevations should be designed in a consistent manner using high quality building materials and lighting.
- f. Traditional windows should be used on all sides of the structure.



## **Village Residential**

The four Village Districts are separate residential communities oriented around a common village green or civic open spaces. The purpose of the village residential districts is to provide the community the civic benefits of traditional neighborhood planning and design.

### **Permitted Land Use**

Single-Family Residential

### **Permitted Density**

#### **New Albany:**

Base Density: 1 dwelling unit per acre

Density Bonus: Strict adherence to the development standards of this section may permit an increase in the base density up to 2.0 units per acre.

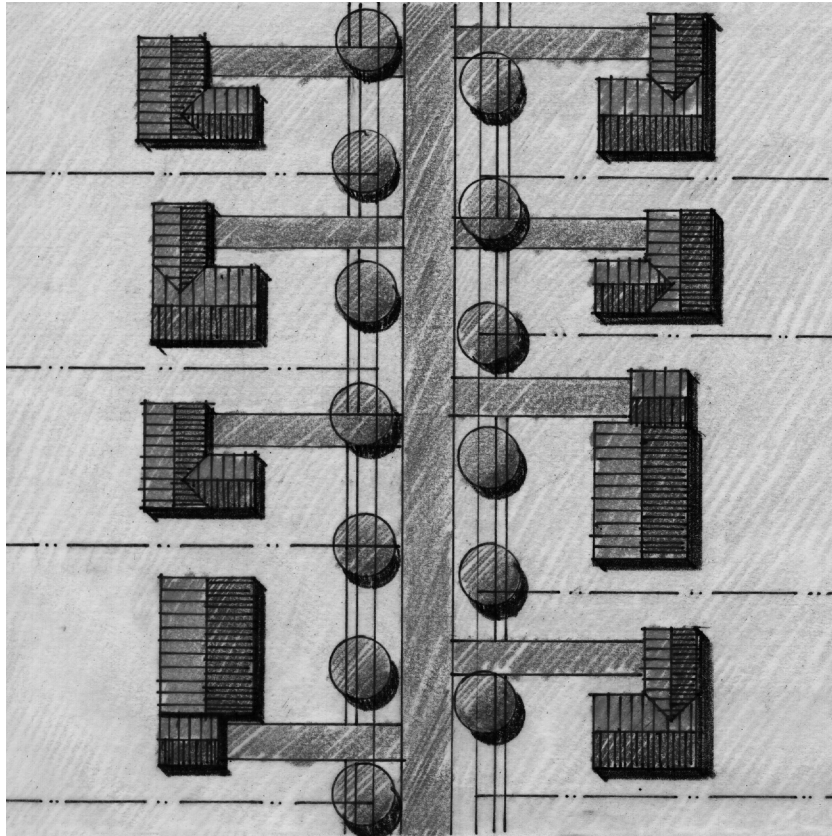
#### **Columbus:**

Base Density: 1 unit per acre

Density Bonus: Strict adherence to the development standards of this section may permit an increase in the base density up to 2.0 units per acre.

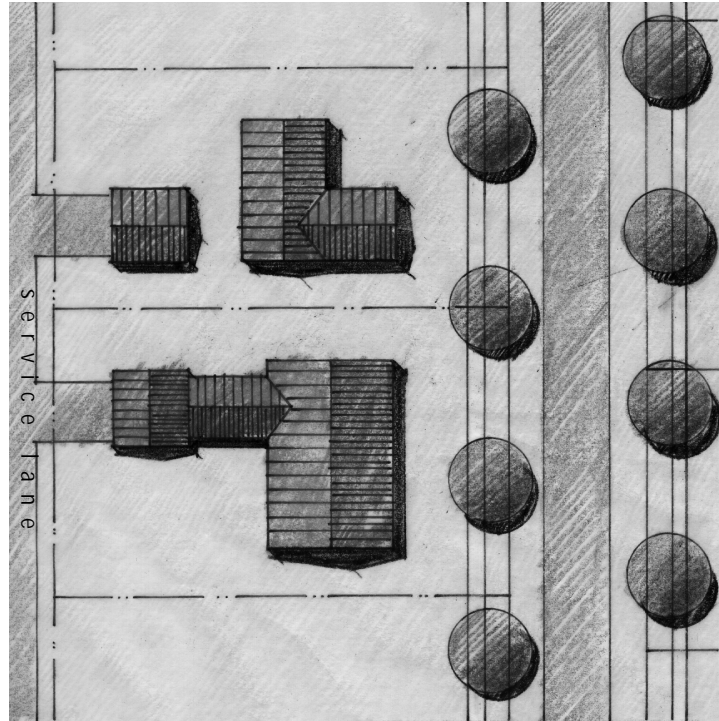
5' wide sidewalk

H



## Street

- a. There is a hierarchy of streets including collector, sub-collector and access streets, and lanes, as identified.
- b. Streets should be two-way with five foot wide sidewalks on both sides of the street set back 10 feet from the curb line. Street trees should be planted 30 feet on center in the grass strip between the sidewalk and the street curb.

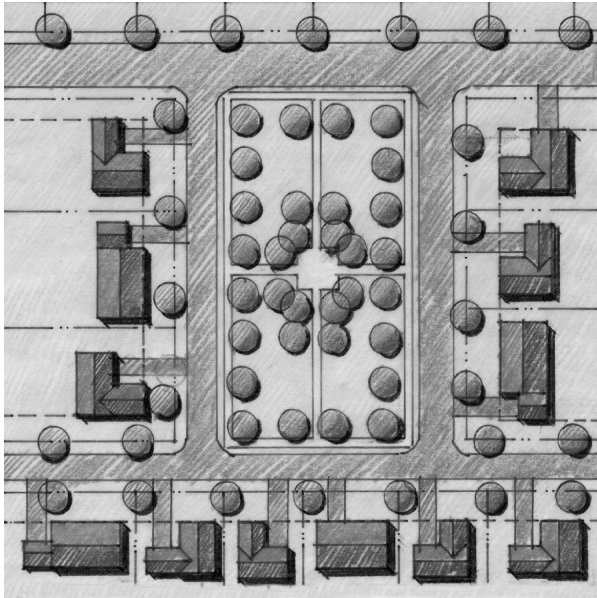


## Parking

- a. Parking for single-family houses is encouraged to occur in rear lot garages accessible by alleys. On-street parking is encouraged for visitors and short-term parking.

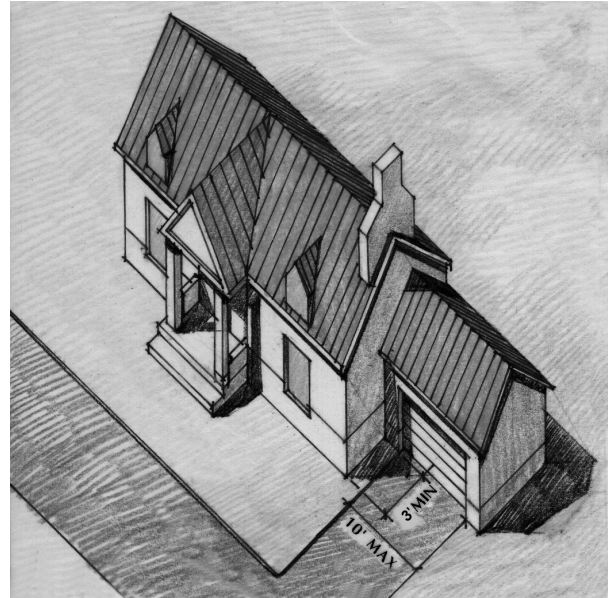
## Civic Space

- a. Neighborhood parks should be located within 1,200 feet of single-family houses.
- b. Neighborhood parks should range in size from one to ten acres.
- c. A hierarchy of open spaces is encouraged. Each village should have one large open space near the center of development.



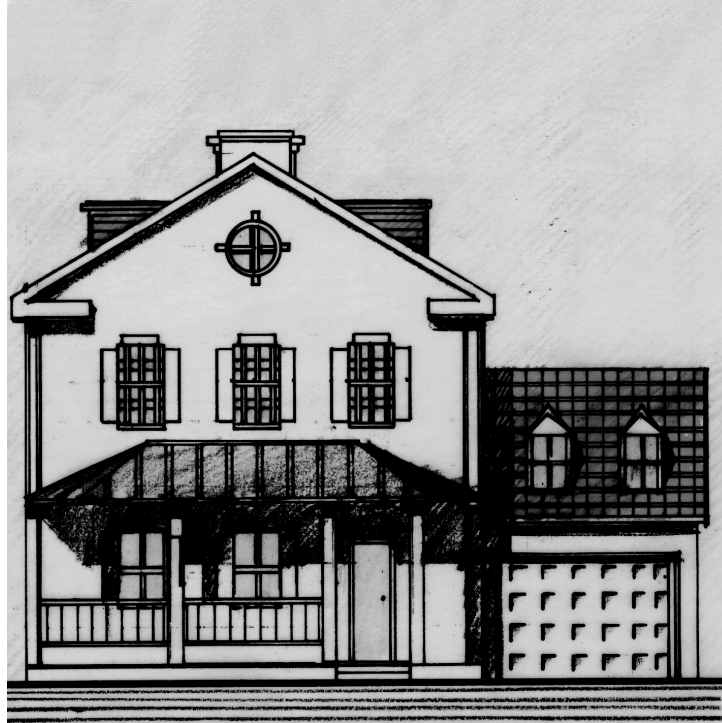
## Site Orientation

- a. Single-family houses should front onto public open spaces and not back onto public parks or roads.
- b. A "build to" line should be established for each classification of neighborhood street as follows:
  - Arterial 50 feet
  - Collector 40 feet
  - Sub-Collector 30 feet
  - Access 30 feet
- c. The maximum single-family lot width should not exceed 90 feet.
- d. The average single family lot area should not exceed 12,500 square feet.



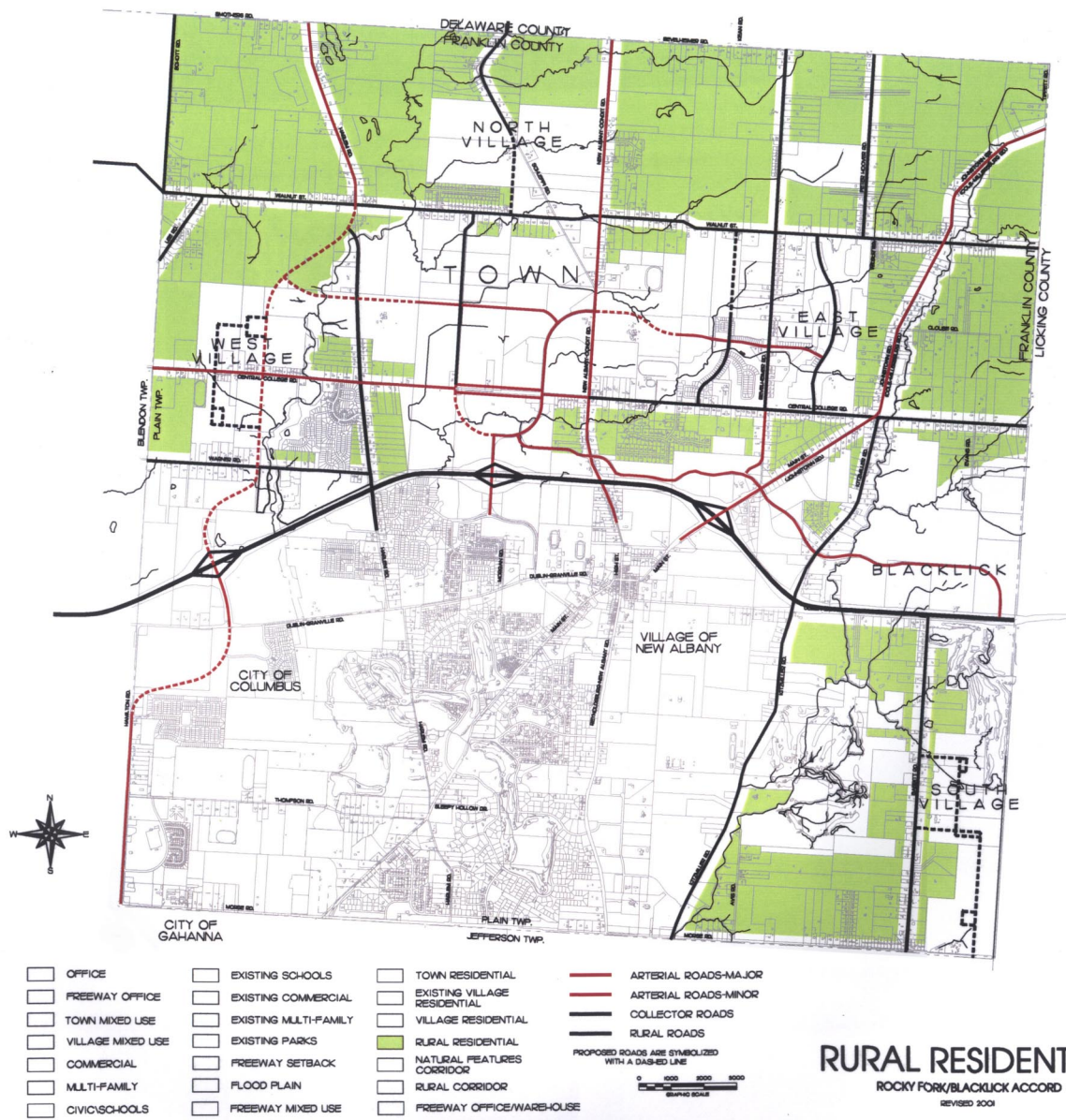
## Architecture

- a. The massing of each house should be simple and traditional.
- b. Sloped or pitched roofs are encouraged. Flat roofs are allowed only with highly detailed or decorative cornices.
- c. Side-loaded garages are encouraged. When a garage faces the street, the front facade of the garage must be set back a minimum of three feet from the front facade of the house.
- d. The maximum width of a garage door which faces the street is ten feet.
- e. Building materials should be traditional and natural in appearance, such as brick, stone, wood, and glass.



- f. The maximum building height is two and one-half stories and the minimum building height is one and one-half story in appearance.
- g. Building design shall be based on traditional American styles found in the Field Guide to American Architecture, excluding 20<sup>th</sup> century.





## **Rural Residential**

The rural residential district is intended to include low-density residential development within a context of large open spaces and agricultural uses.

### **Permitted Lane Use**

Single-Family Residential

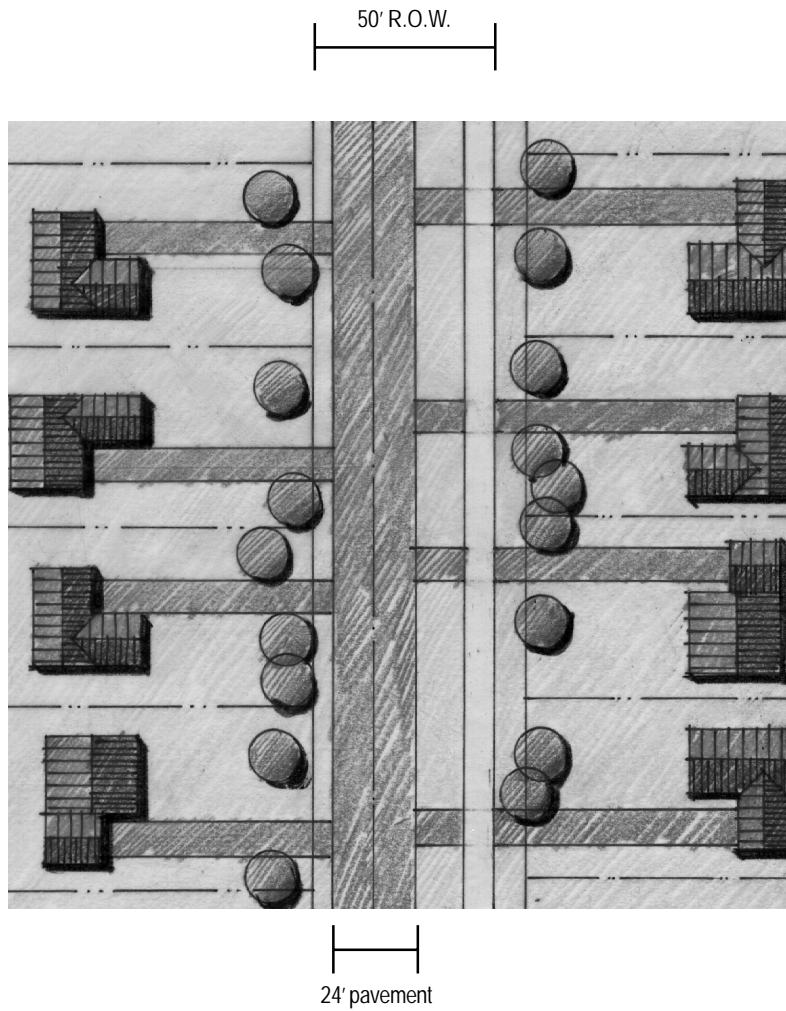
### **Permitted Density**

New Albany:

Base Density: 1 unit per acre

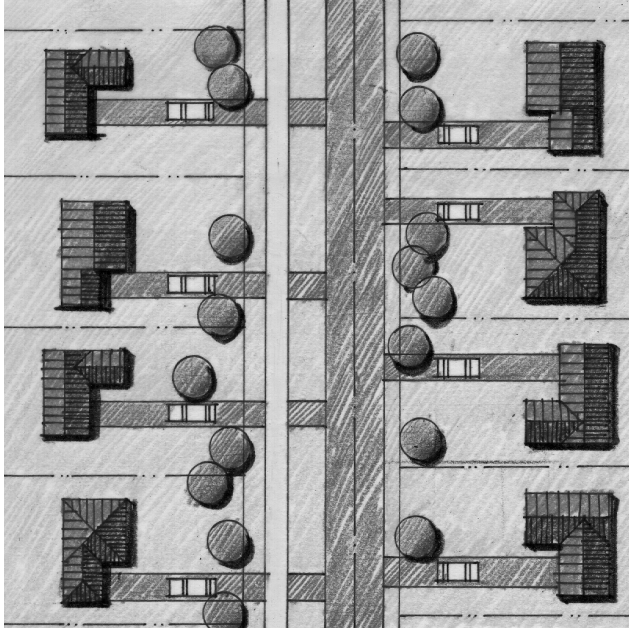
Columbus:

Base Density: 1 unit per acre



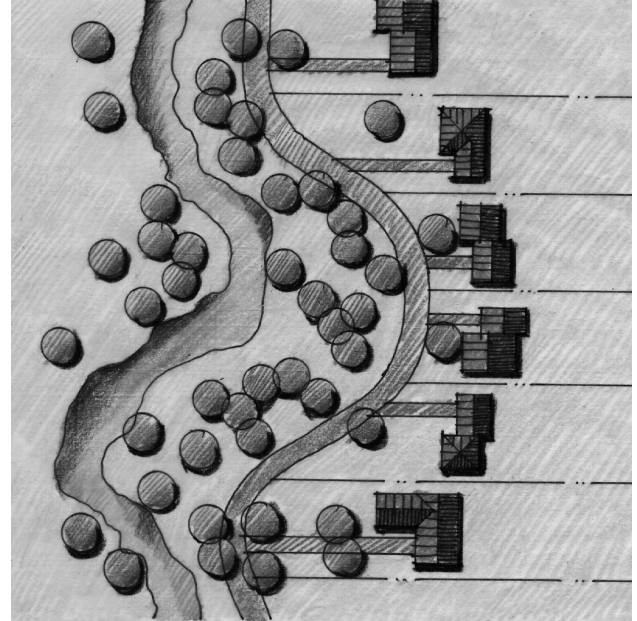
## Streets

- a. Two-way streets with a 50-foot right-of-way without parking or curbs are encouraged.
- b. Bike paths and sidewalks can be combined for pedestrian use.



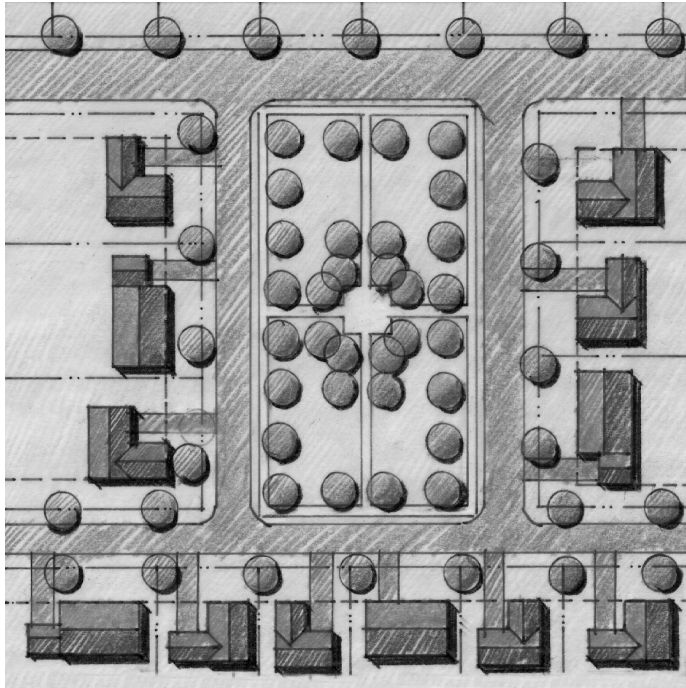
## Parking

- a. On-street parking is discouraged for residents.



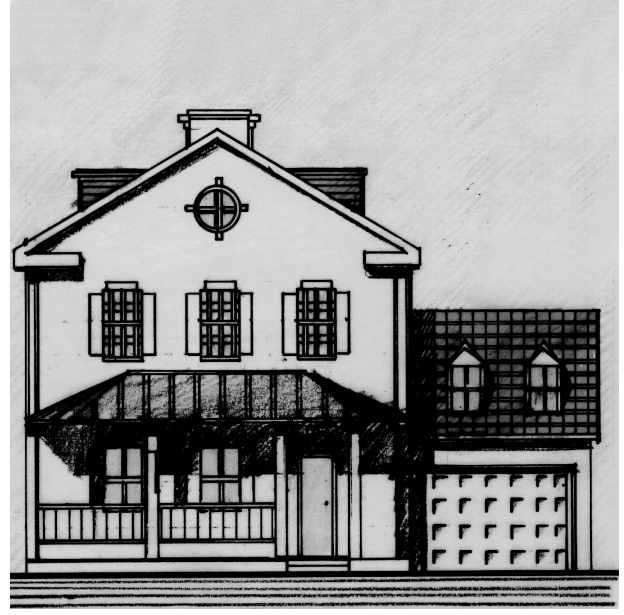
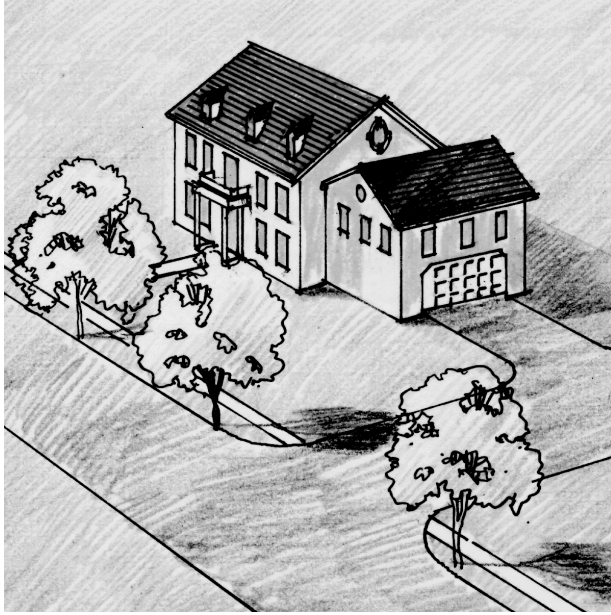
## Open Space

- a. The natural landscape and open space should be incorporated into residential design and development.
- b. Within a rural cluster development, there should be a minimum of 50 percent contiguous natural open space



## Site Orientation

- a. Single-family houses should front onto public open spaces and not back onto public parks or roads.
- b. The average single-family lot width should not exceed 85 feet.
- c. The average single-family lot area should not exceed 11,500 square feet.
- d. Existing woodlots and fence rows should be preserved and used to structure rural cluster development. Residential development should be at the “edge” of woodlots and fence rows rather than “in” the woodlots. The existing landscape structure should be preserved and used to frame rural cluster development.



## Architecture

- a. The massing of each house should be simple and traditional.
- b. Sloped or pitched roofs are encouraged. Flat roofs are allowed only with highly detailed or decorative cornices.
- c. Side-loaded garages are encouraged. When a garage faces the street, the front facade of the garage must be set back a minimum of three feet from the front façade of the house.
- d. The maximum width of a garage door which faces the street is ten feet.
- e. Building materials should be traditional and natural in appearance, such as brick, stone, wood, and glass.
- f. The maximum building height should be two and one-half stories and the minimum building height should be one and one half story in appearance.

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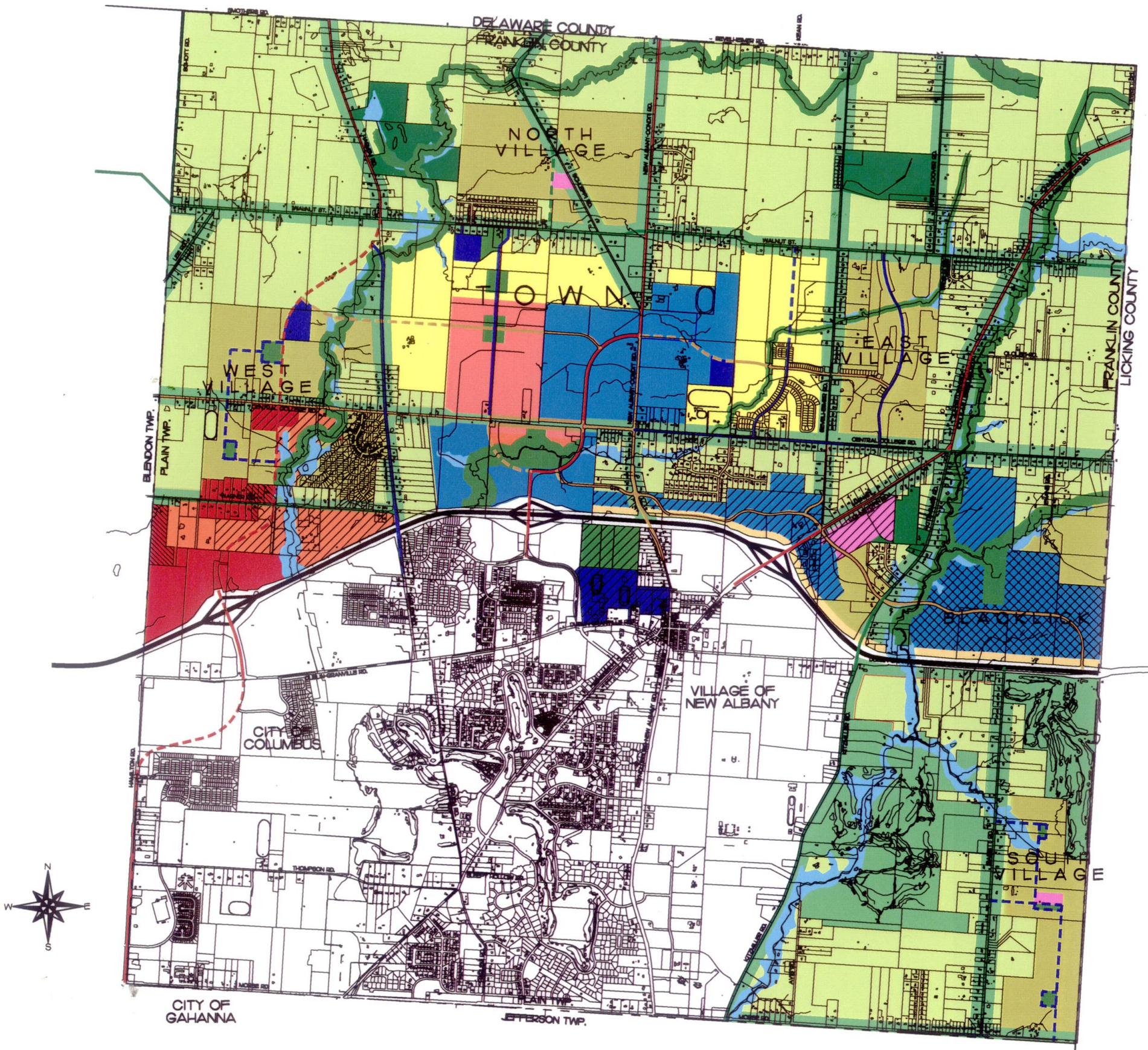
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|-------------------|-----------------------|------------------------------|--|
| OFFICE            | EXISTING SCHOOLS      | TOWN RESIDENTIAL             | ARTERIAL ROADS-MAJOR                             |
| FREEWAY OFFICE    | EXISTING COMMERCIAL   | EXISTING VILLAGE RESIDENTIAL | ARTERIAL ROADS-MINOR                             |
| TOWN MIXED USE    | EXISTING MULTI-FAMILY | VILLAGE RESIDENTIAL          | COLLECTOR ROADS                                  |
| VILLAGE MIXED USE | EXISTING PARKS        | RURAL RESIDENTIAL            | RURAL ROADS                                      |
| COMMERCIAL        | FREEWAY SETBACK       | NATURAL FEATURES CORRIDOR    | PROPOSED ROADS ARE SYMBOLIZED WITH A DASHED LINE |
| MULTI-FAMILY      | FLOOD PLAIN           | RURAL CORRIDOR               | 0 1000 2000 3000<br>GRAPHIC SCALE                |
| CIVIC/SCHOOLS     | FREEWAY MIXED USE     | FREEWAY OFFICE/WAREHOUSE     |  |

# THE MASTER PLAN

ROCKY FORK/BLACKLICK ACCORD  
REVISED 2001